

Key Facts



A Summary of Useful Transportation Information July 1996



**Washington State
Department of Transportation**

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Introduction

Key Facts is a summary of useful data related to transportation in the state of Washington. The Washington State Department of Transportation (WSDOT) has prepared and distributed Key Facts in a variety of forms since 1983. Key Facts is intended to provide an introduction to the structure of the state and regional transportation agencies, to present graphic illustrations of transportation and revenue forecasts, and to summarize the biennial budget.

Transportation Commission

Commission Members

The Washington State Transportation Commission is a seven-member voluntary citizens' board. Its members are appointed by the governor with the consent of the Senate. The commission is empowered to:

- propose legislation related to transportation,
- establish transportation policies of the state,
- direct the Secretary of Transportation to prepare and submit a statewide transportation plan,
- approve and propose the biennial and supplemental transportation budgets,
- approve issuance and sale of highway bonds, and
- exercise other powers as vested in it by state law (RCW 47.01).

By law, representation on the commission must be balanced. Four commissioners must reside in the western part of the state and three must reside east of the Cascades. No more than two members may reside in the same county. No more than four commissioners may be members of the same political party. Terms for the seven seats on the commission are staggered. Each member is appointed to one seat, and no member may serve more than two full consecutive terms.

Connie Niva - Snohomish County

Ms. Niva was appointed by Governor Mike Lowry in February 1993.

Linda Tompkins - Spokane County

Ms. Tompkins was appointed by Governor Lowry in February 1993.

Ed Barnes - Clark County

Mr. Barnes was appointed by Governor Lowry in June 1995.

Aubrey Davis - King County

Mr. Davis was appointed by Governor Booth Gardner in February 1992. He was reappointed by Governor Lowry in February 1993 and in July 1995.

Pat Patterson - Whitman County

Mr. Patterson was appointed by Governor Lowry in August 1994.

Alice Tawresey - Kitsap County

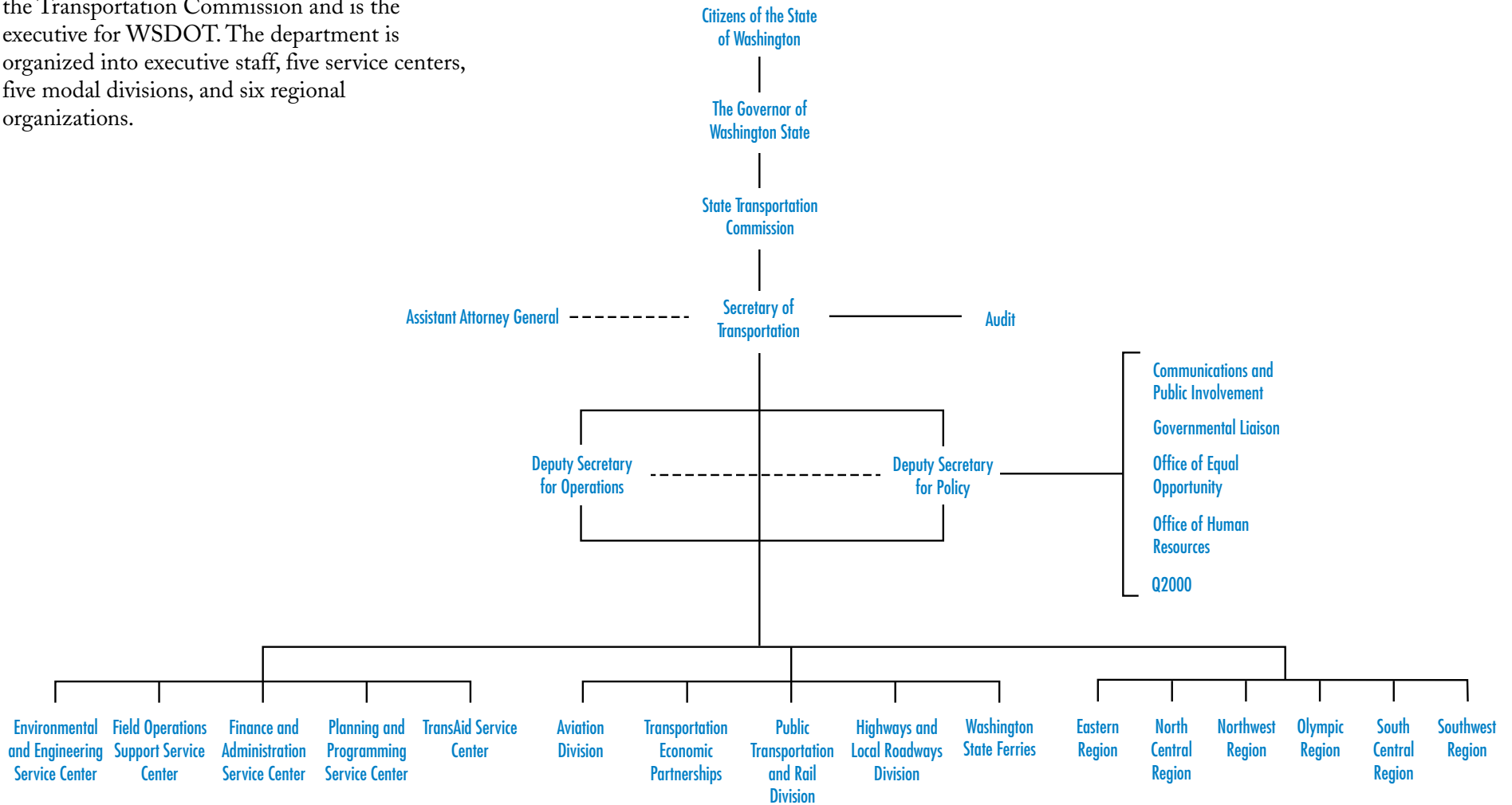
Ms. Tawresey was appointed by Governor Gardner in September 1990 and in June 1992. She was reappointed by Governor Lowry in February 1993.

Dick Thompson - Kittitas County

Mr. Thompson was appointed by Governor Lowry in February 1994 and reappointed in June 1994.

WSDOT Organization

The Secretary of Transportation is appointed by the Transportation Commission and is the executive for WSDOT. The department is organized into executive staff, five service centers, five modal divisions, and six regional organizations.



WSDOT Regions

Eastern Region 509-324-6000

2714 North Mayfair Street
Spokane, WA 99207-2090
Jerry Lenzi, Region Administrator

North Central Region 509-663-9641

1551 North Wenatchee Avenue
PO Box 98
Wenatchee, WA 98807-0098
Don Senn, Region Administrator

Northwest Region 206-440-4000

15700 Dayton Avenue North
PO Box 330310
Seattle, WA 98133-9710
John Okamoto, Region Administrator

Olympic Region 360-357-2600

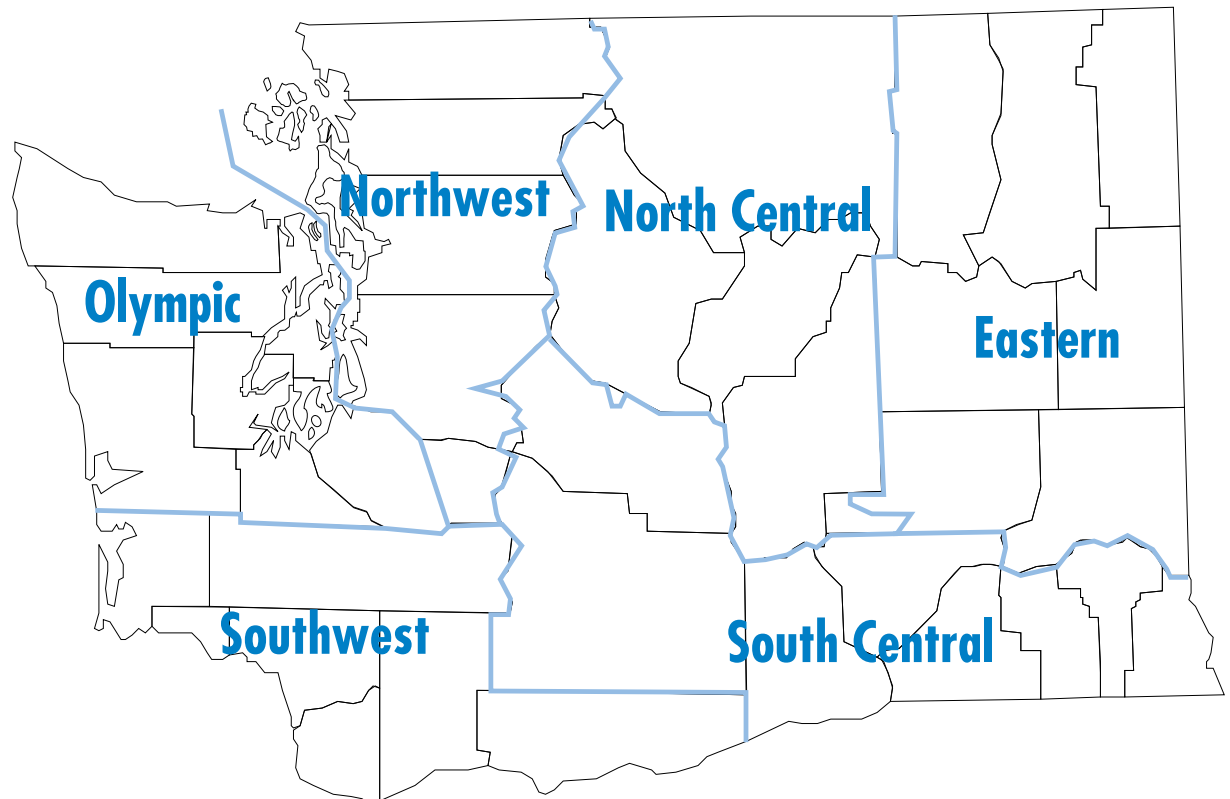
5720 Capitol Boulevard, Tumwater
PO Box 47440
Olympia, WA 98504-7440
Gary Demich, Region Administrator

South Central Region 509-575-2510

2809 Rudkin Road, Union Gap
PO Box 12560
Yakima, WA 98909-2560
Dick Larson, Region Administrator

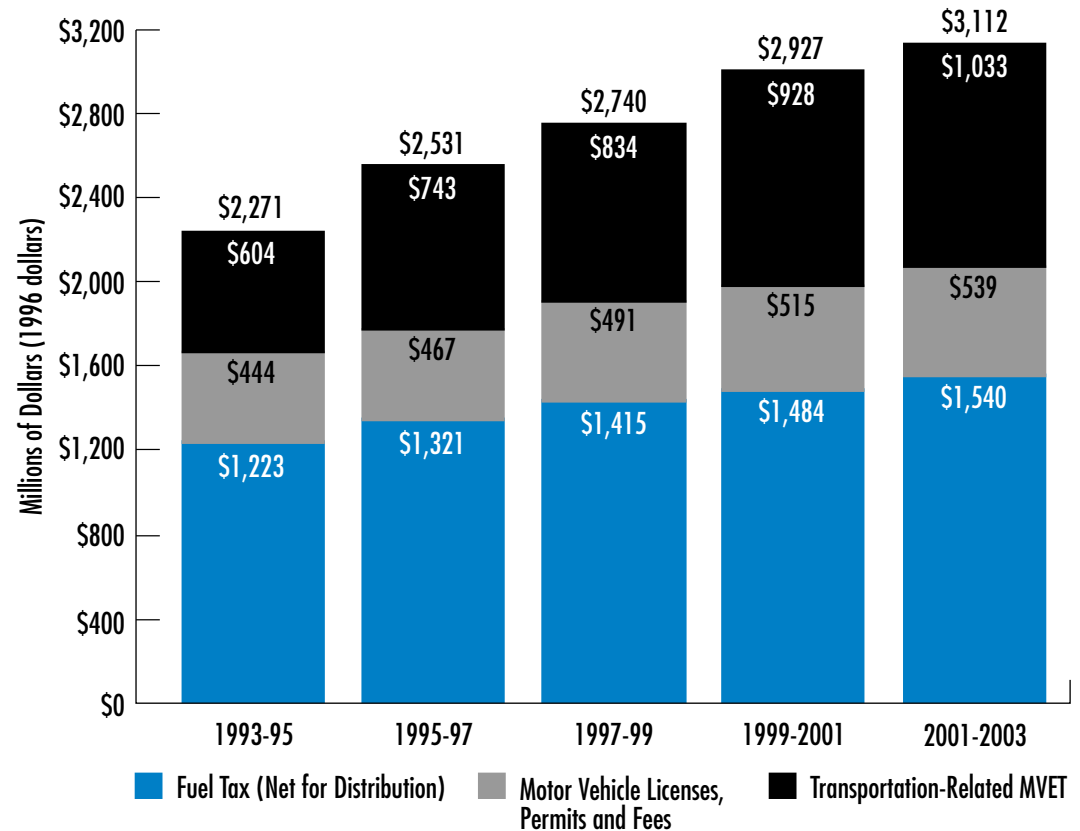
Southwest Region 360-905-2000

4200 Main Street, S-15
PO Box 1709
Vancouver, WA 98668-1709
Gerald Smith, Region Administrator



Major Sources of State Transportation Revenue

There are three principal state-imposed and state-collected sources of revenue for transportation in Washington: motor fuel taxes—especially gasoline taxes; licenses, permits, and fees for using the transportation system; and the Motor Vehicle Excise Tax (MVET) based on vehicle value. Of these sources, forecasts indicate that the MVET most closely correlates with growth and inflation. The gasoline tax is a flat tax that does not keep up with inflation; it must be increased regularly in order to keep up with systemwide needs.



State Motor Fuel Tax History

1921	1 cent
1924	2 cents
1929	3 cents
1931	4 cents
1933	5 cents
1949	6.5 cents
1961	7.5 cents
1967	9 cents
1977	Variable 21.5 percent of retail price, net of taxes 12 cent lid Enacted at 11 cents
1979	12 cents Rose to lid
1981	Variable Changed to 10 percent of retail price, net of taxes 12 cent floor Enacted at 13.5 cents first 6 months, then fell to 12 cent floor
1983	10 percent variable repealed Increased to 16 cents July 1983
1984	18 cents in July 1984
1990	22 cents in April 1990
1991	23 cents in April 1991

Gas Tax Distribution

Following are the computed equivalent cents based on legislated distribution after deductions for rebates and transfers for non-highway use, Department of Licensing's cost of collection, and State Treasurer's cost of distribution.

Dedicated 17 Cent Distribution (RCW 46.68.100)

Urban Arterial Trust Account	1.21 cents
Counties	3.87 cents
Cities	1.96 cents
Ferry Operations	0.54 cent
Ferry Capital Construction	0.55 cent
State Urban Highways	1.18 cents
State	7.69 cents
Total	17.00 cents

Dedicated 1 Cent Distribution (RCW 82.36.025)

Rural Arterial Program	0.33 cent
Urban Arterial Program	0.33 cent
State Highway Construction	0.33 cent
Total	1.00 cent

Dedicated 4 Cent Distribution (RCW 46.68-effective 4/1/90)

Department of Transportation	1.00 cent
Cities	0.50 cent
Counties – Regular Distribution	0.30 cent
Counties – Arterial Preservation	0.45 cent
Transportation Improvement Board	1.50 cents
Rural Arterial Program	0.25 cent
Total	4.00 cents

Dedicated 1 Cent Distribution (RCW 46.68-effective 4/1/91)

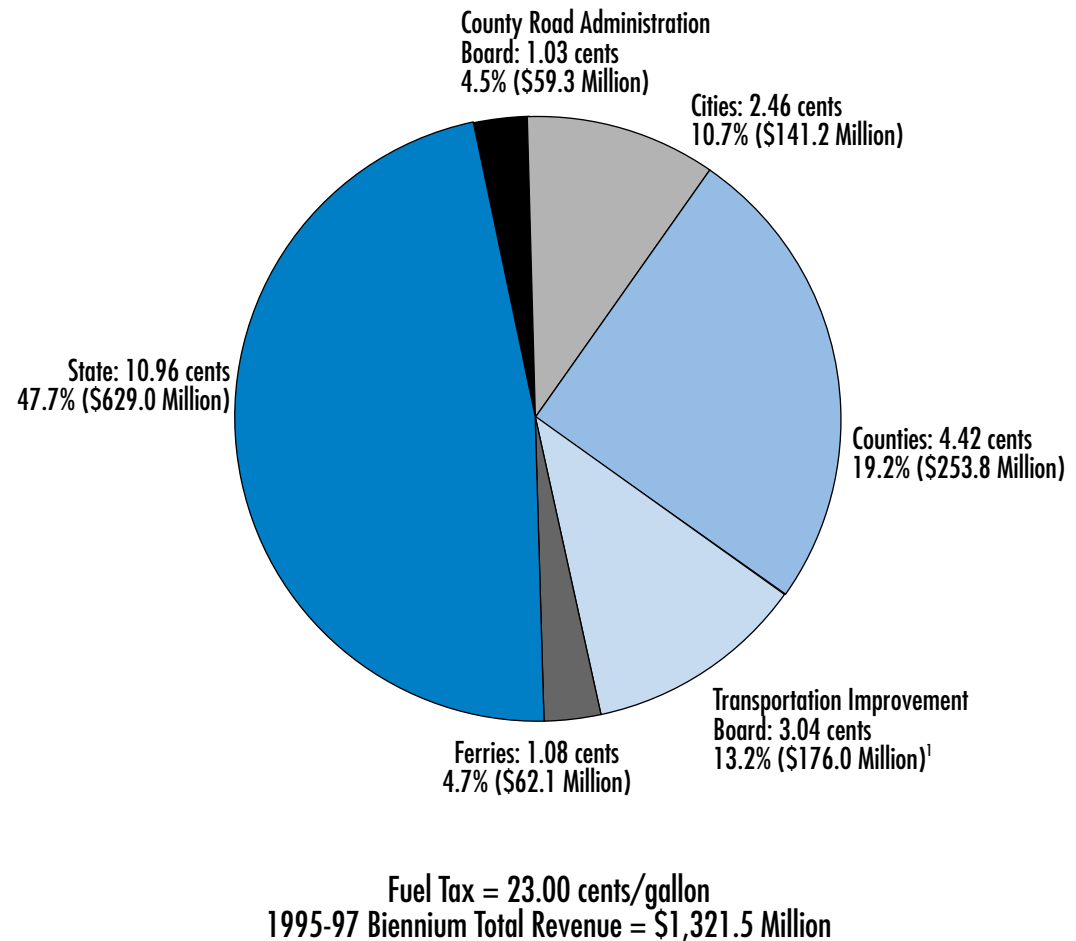
Special C Program	0.75 cent
Counties – Regular Distribution	0.25 cent
Total	1.00 cent

Gas Tax Revenue Distribution

The 18th Amendment to the Washington State Constitution dedicates motor fuel tax proceeds to “highway purposes.” Revenue generated from the gas tax is distributed to various jurisdictions, as shown in the pie chart at right. The “state” share, about half of total revenues, supports WSDOT highway programs, plus activities for a number of other state agencies that are defined as “highway purposes.” Of this distribution, WSDOT activities that are funded include, among other things, highway construction, maintenance, administration and the debt service on highway construction bonds.

A nearly equal amount is distributed among city, county, and other agency roadway programs. The remainder pays for ferry operations and capital improvements. (The ferry system is considered a highway purpose under the amendment.)

In the current biennium, each penny of gas tax yields approximately \$57.4 million for distribution for highway purposes.

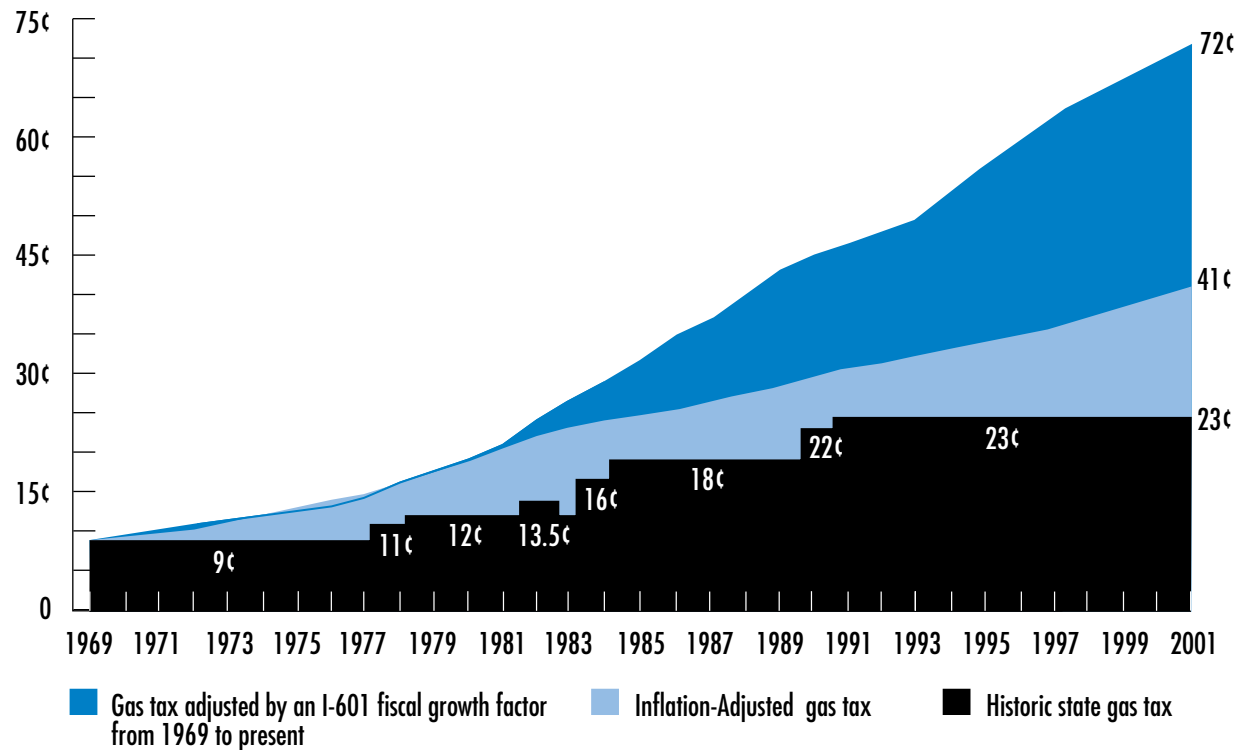


¹ The T.I.B. share includes \$1.4 million that was distributed to the Transfer Relief Account.

State Gas Tax vs. Inflation and Growth

Washington State's gasoline tax has been raised just seven times over the last quarter-century. Increases in the tax have typically been levied in response to pressing needs. If the gas tax were related to a measure of costs—e.g., if tax increases were triggered by increases in inflation or fuel efficiency—then an even stream of revenue could be raised and potential crises could be avoided. This means that we could be addressing highway and ferry needs early rather than waiting until conditions become intolerable.

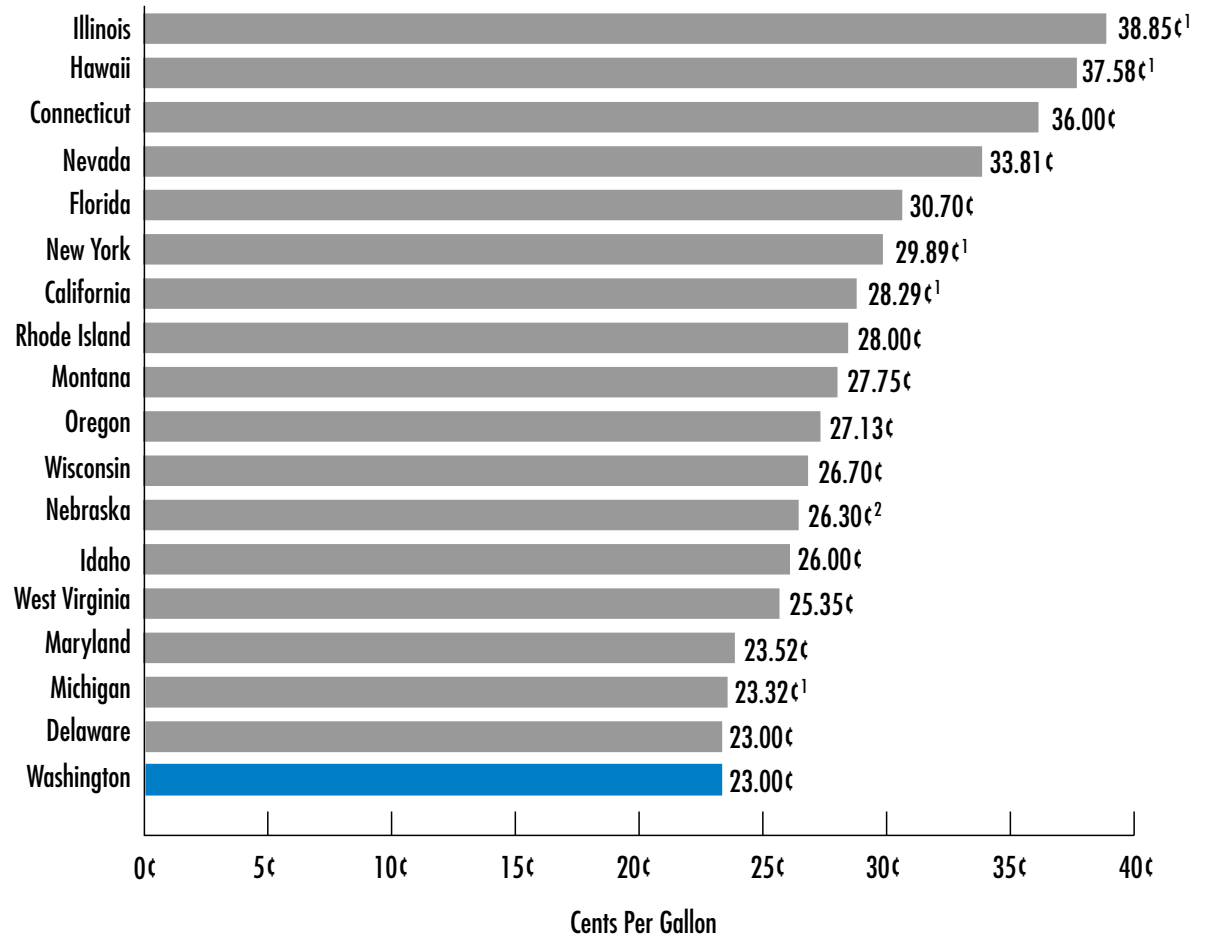
In November 1993, Washington voters approved Initiative 601, limiting increases in State General Fund expenditures to a “fiscal growth factor:” the average sum of inflation and population changes of the prior three fiscal years. The adjacent chart shows what gasoline tax rates would be if the 1969 tax rate of nine cents per gallon had been keyed to inflation or the fiscal growth factor.



Combined State and Local Gasoline Tax Rates

Most of the 50 states tax gasoline at rates in excess of 19¢ per gallon. Many states also charge other taxes, fees, and surcharges on gasoline. When these charges are added to the excise tax on gasoline, the actual tax rate can increase substantially—in Illinois, for example, it approximately doubles.

In June 1996, Washington's combined non-federal gasoline tax rates tied with Delaware's for 17th from the top among the 50 states and the District of Columbia. Illinois' rate was highest at nearly 39¢ per gallon.



¹ Rates shown reflect 2nd quarter 1996 adjustments for sales, use, and other business taxes on gasoline.

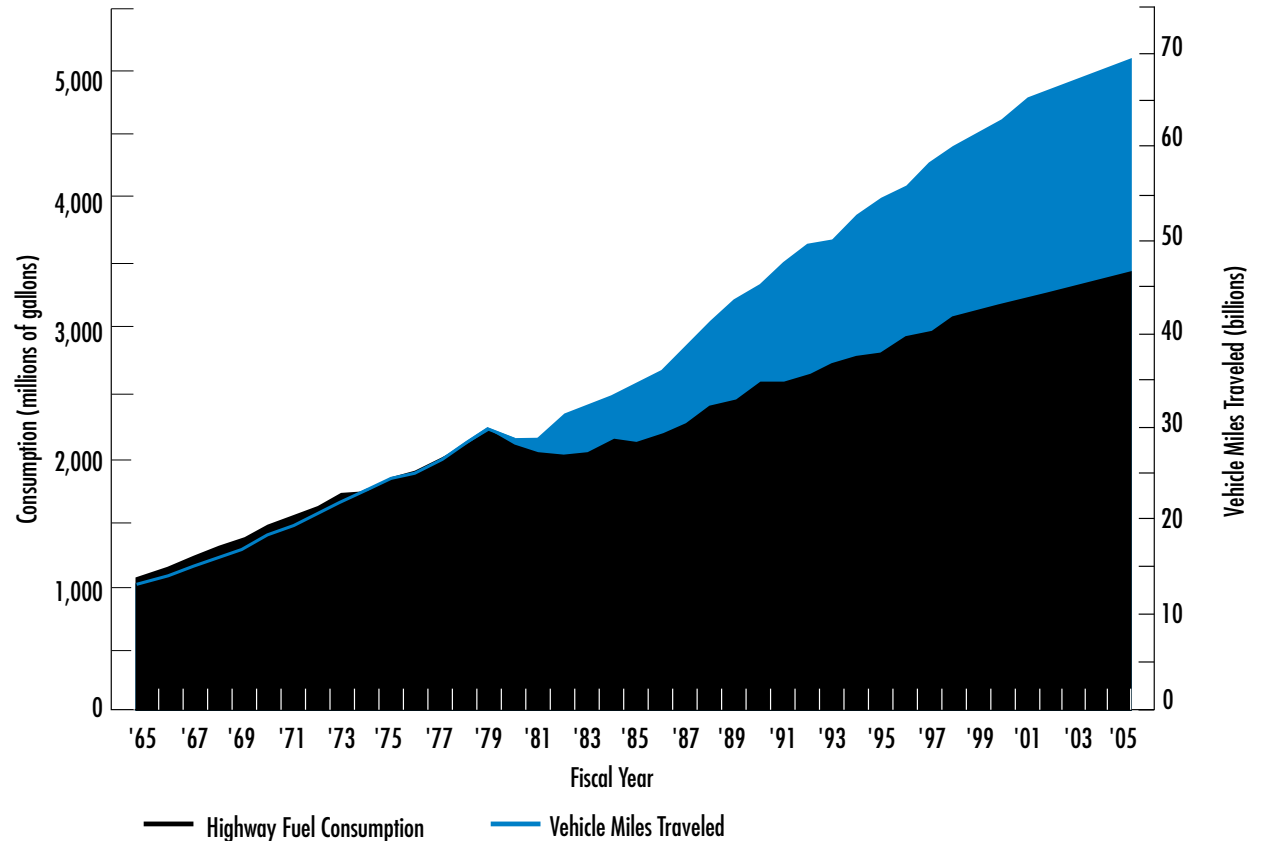
² Nebraska levies a variable fuel tax which is adjusted quarterly. The rate shown reflects the 2nd quarter adjustment.

Fuel Consumption vs. Vehicle Miles Traveled

Vehicle Miles Traveled (VMT), is one of the means by which we measure highway system use. It amounts to the total miles traveled by all vehicles for a section or network of roadways during a given amount of time. In this instance, it refers to the annual total vehicle miles traveled on all state roadways between the years 1965 and the present, and the amount forecasted through 2005.

“Fuel Consumption” on the adjacent chart refers to highway use consumption—i.e., the amount of fuel which is actually used for roadway travel, excluding fuel for farm vehicles and other non-highway uses.

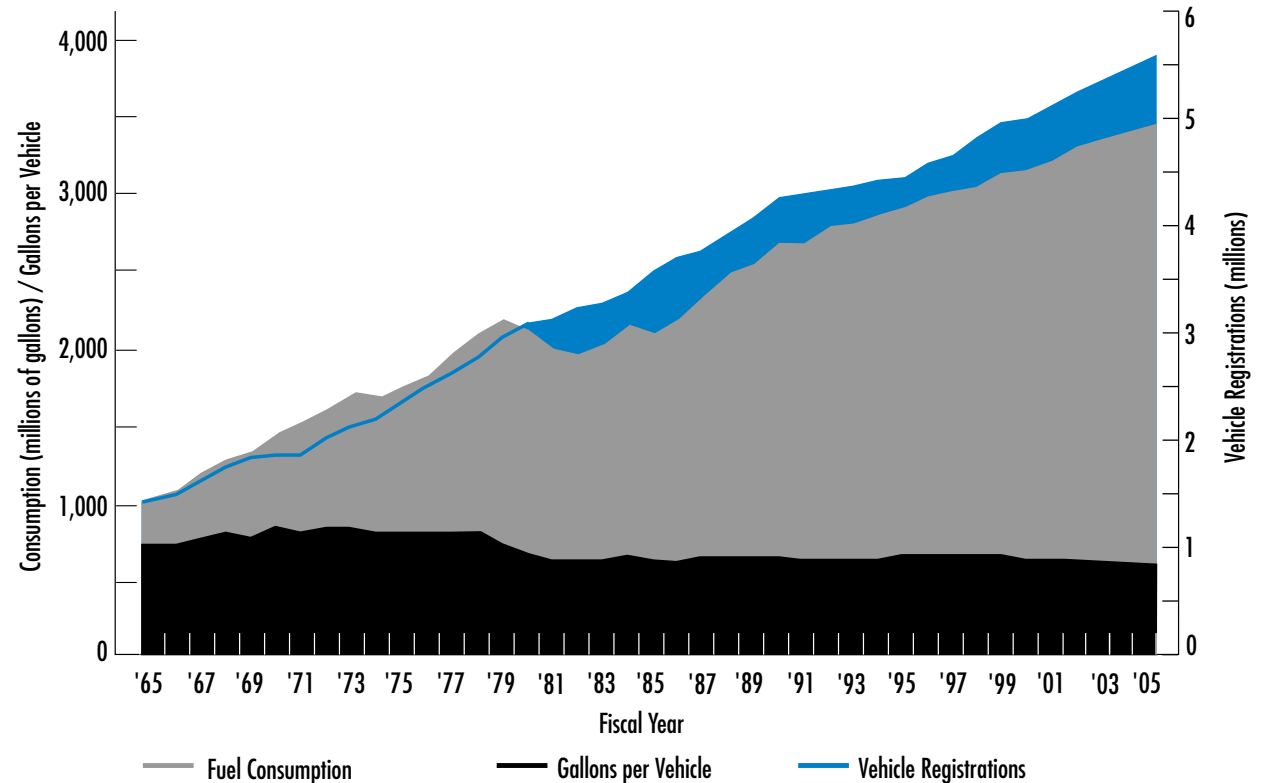
The chart clearly shows that VMT has been increasing at a faster rate than fuel consumption since the mid-1970s, and this trend is projected to continue into the next century. The greater growth in VMT may be explained by several factors: rapid population growth, dispersed land use patterns (which require more distant commutes), and vehicle registrations. (See next page, “Fuel Consumption vs. Vehicle Registrations.”)



Fuel Consumption vs. Vehicle Registrations

One of the major factors driving the growth of VMT is the number of vehicles on the road. Increasing numbers of vehicle registrations have outpaced the annual growth of fuel consumption, although at a somewhat lesser rate than the increase in VMT. The declining consumption of gallons-per-vehicle suggests one answer for the slower growth of consumption—increased fuel efficiency since the mid-1970s.

Looking at the transportation system, we find that increasing numbers of cars are being driven more vehicle-miles on our roadways, requiring greater expenditures for highway improvements. The State Legislature has found it necessary to periodically increase the tax—not only to account for inflation, but also to ensure that drivers of more efficient cars pay their fair share of the cost of roadways. At the same time, we continue to look for other ways to finance transportation improvements that are less dependent on the consumption of gasoline.



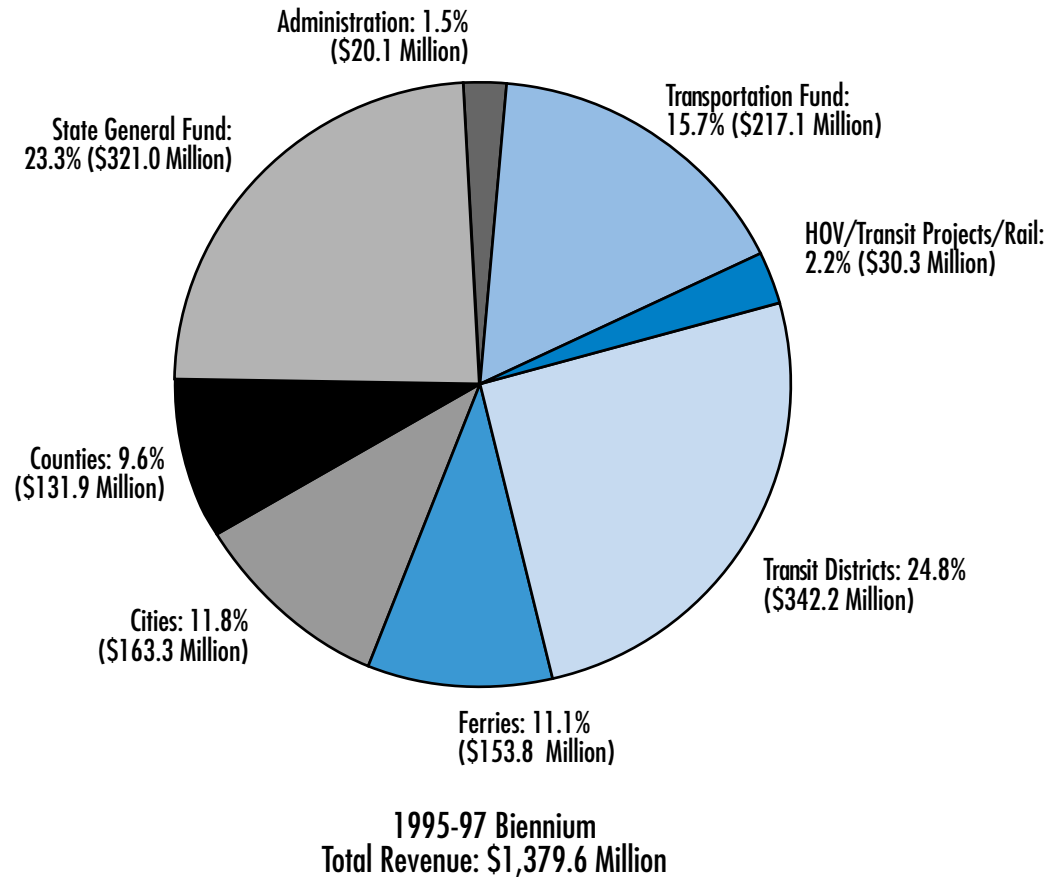
Motor Vehicle Excise Tax History

(Transportation-Related)

- 1937 The Motor Vehicle Excise Tax (MVET) established
- 1969 1% local option MVET for transit to replace 50% of the 2% state MVET, effective July 1, 1971.
- 1977 0.2% surtax temporarily dedicated to ferry capital construction, effective Aug. 1, 1978 to Aug. 1, 2008.
- 1987 0.2% surtax for ferry capital construction made permanent.
- 1989 Temporary 0.1% surtax for ferry system operations extended through Dec. 1990.
- 1990 0.1% surtax for ferry operations is made permanent.
0.2% surtax for transportation purposes approved.
MVET equal to 0.1% vehicle value from General Fund is transferred to Transportation Fund, effective July 1, 1993.
- 1993 0.1% transfer from General Fund to Transportation Fund deferred from July 1, 1993 to July 1, 1995.
Transit residual goes to General Fund rather than to Transportation Fund for 1993-95 biennium.

MVET Revenue Distribution

The MVET was established in 1937. It is based on the value of the vehicle—determined by two valuation schedules that are set in statute. About half of the proceeds are now used to meet transportation needs. Some other public uses that are supported by the tax include general state, city, and county government; city and county criminal justice; and public health.



Motor Vehicle Registration Fee History

Automobiles 40+ h.p.

Year	Fee	Disposition of Revenue
1915	\$7.50	Highway Fund
1917	\$10.00	Highway Fund

Automobiles <1,500 lbs.

Year	Fee	Disposition of Revenue
1919	\$10.00	Motor Vehicle Fund (MVF)

Automobiles for private use (any weight and power configuration)

Year	Fee	Disposition of Revenue
1931	\$3.00	MVF
1949	\$5.00	MVF
1957	\$6.50	\$3.00 to MVF and \$3.50 to the State Patrol Highway Account
1961	\$6.90	\$3.40 to MVF and \$3.50 to the State Patrol Highway Account
1965	\$8.00	\$3.40 to MVF and \$4.60 to the State Patrol Highway Account
1969	\$9.40	\$3.40 to MVF and \$6.00 to the State Patrol Highway Account
1971	\$9.40	All revenues to MVF (Washington State Patrol funded from MVF)
1975	\$13.40 New \$9.40 Renewal	MVF

Year	Fee	Disposition of Revenue
1981	\$13.40 New \$9.40 Renewal	\$7.40 of new and \$3.40 of renewal fee proceeds are distributed to transportation accounts, with the MVF receiving 72.7% of these funds, and the Puget Sound Ferry Capital Construction Account receiving the remainder (27.3%). Proceeds from the remaining \$6.00 of fees are distributed to the State Patrol Highway Account.
1982	\$23.00 New \$19.00 Renewal	
1989	\$27.75 New \$23.75 Renewal	There is no change to the distribution of new and renewal fee proceeds to the MVF and Puget Sound Ferry Capital Construction Account. Proceeds from the remaining \$15.60 of fees are distributed to the State Patrol Highway Account.
		There is no change to the distribution of new and renewal fee proceeds to the MVF and Puget Sound Ferry Capital Construction Account. Proceeds from the remaining \$20.35 of fees are distributed to the State Patrol Highway Account.

History of Combined License Fees

Regular Gross Weight Fees and Vehicle Registrations for Trucks

Gross weight fee tables that apply specifically to trucks were established in 1937. From 1937 until 1987, two fees were levied separately—a registration fee and a fee based on the weight of the truck. In January 1987, legislation went into effect that brought together the two fees to form the Combined License Fee (CLF). The table on the right displays the equivalent of today's CLF: the registration fee and the gross weight fee.¹

¹ At the time of registration, trucks may also be required to pay additional miscellaneous fees.

Year	Truck Weights Subject to CLF(in lbs.)	Sample Fees (Registration + Gross Weight Fee)	
		30,000 lbs ²	80,000 lbs ³
1937	30,000+	\$253.00	N/A
1947	4,000 to 36,000	\$229.00	N/A
1949	6,000 to 36,000	\$275.00	N/A
1955	4,000 to 36,000	\$290.00	N/A
1957	4,000 to 36,000	\$291.50	N/A
1961	4,000 to 36,000	\$311.90	N/A
1967	4,000 to 72,000	\$178.50	N/A
1969	4,000 to 72,000	\$188.40	N/A
1976	4,000 to 80,000	\$192.40	\$936.40
1987	4,000 to 80,000	\$182.18	\$1,085.95
1988	4,000 to 80,000	\$182.18 + \$4.75 surcharge	\$1,085.95 + \$4.75 surcharge
1990	4,000 to 80,000	\$253.00	\$1,518.00
1993	4,000 to 80,000	\$253.00	\$1,608.00
1994	4,000 to 105,500	\$253.00	\$1,608.00

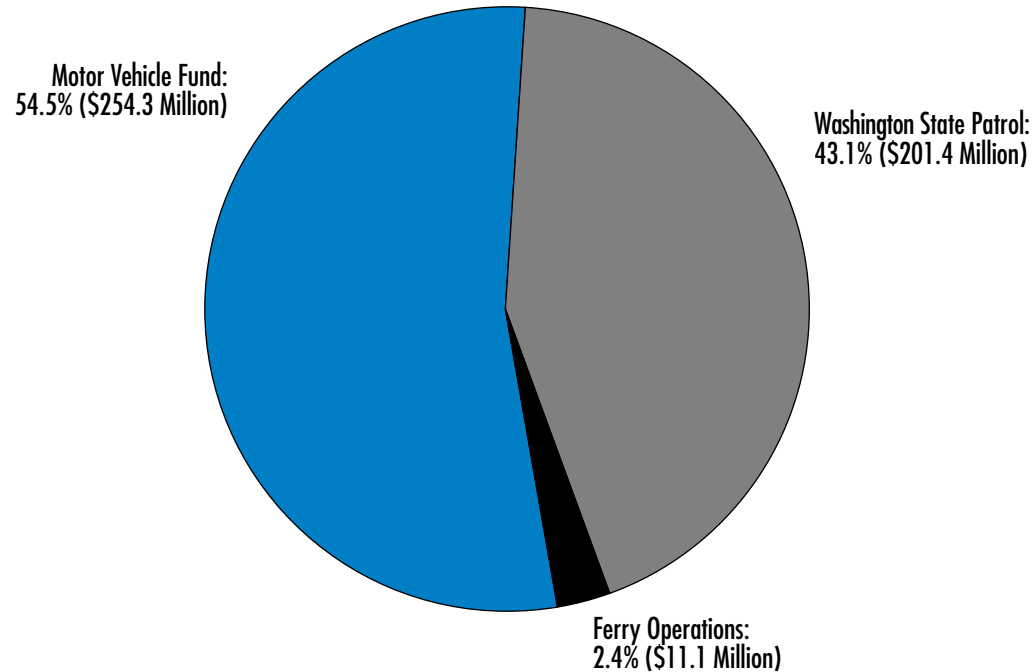
² Combined License Fee applied to a truck with a gross vehicle weight (gvw) of 30,000 lbs.

³ Combined License Fee applied to a truck with a gvw of 80,000 lbs.

Vehicle Licenses, Permits, and Fees Revenue Distribution

Licenses, permits, and fees are often jointly referred to as LPF. Together they are the third major source of transportation funds after motor fuel taxes and the MVET, and account for \$466.8 million in revenue in the 1995-97 biennium. Over half of LPF goes to the Motor Vehicle Fund.

The principal sources of LPF revenue are annual registration fees and the Combined License Fee (CLF). Of the total 1995-97 LPF collections, the CLF accounted for approximately \$238.8 million. The CLF, which includes registration and a gross weight fee, is paid by vehicles such as commercial- and personal-use trucks. An additional \$175.7 million came from annual registration fees paid by cars and other personal-use vehicles. The remainder can be accounted for by incidental LPFs such as vehicle inspection fees, title fees, and special permits.



1995-97 Distribution of Revenues
Total Revenue: \$466.8 Million

Local Option Transportation Taxes

For City Streets and County Roads

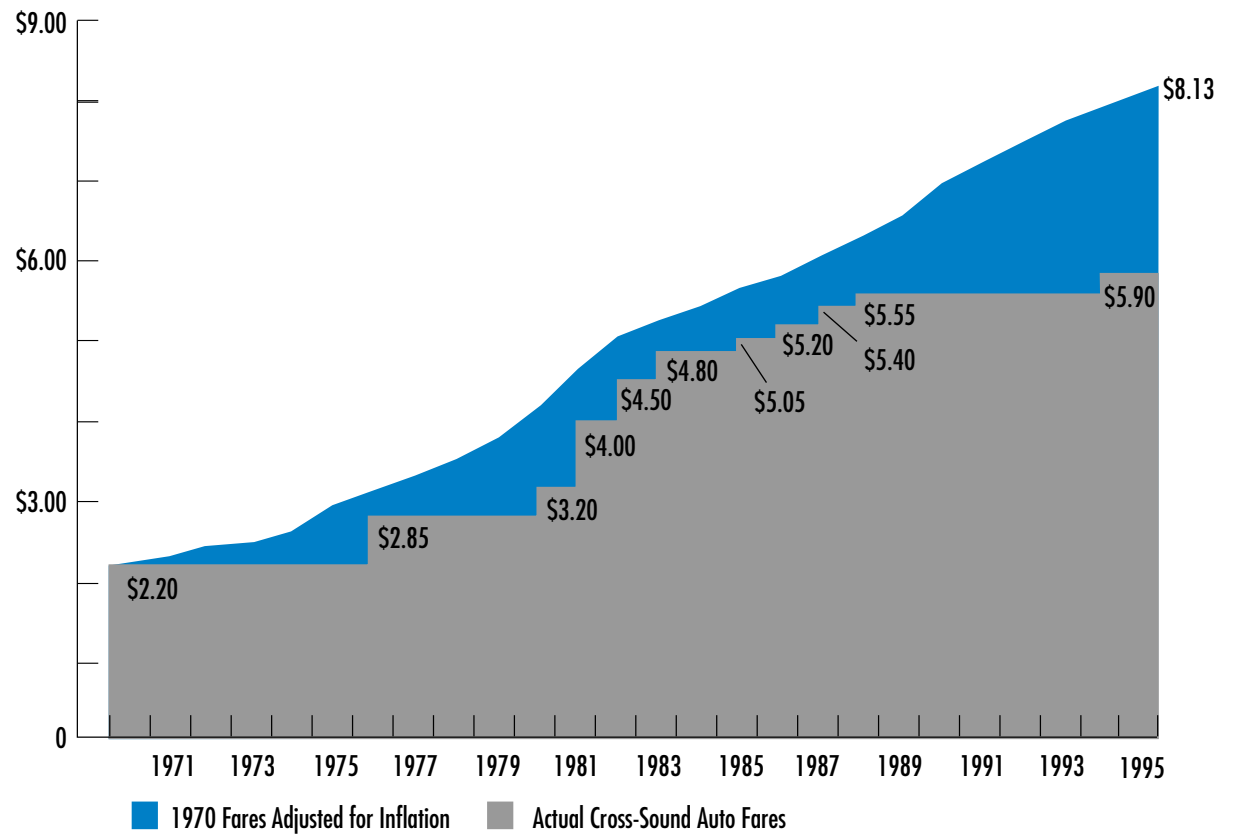
Tax	Amount	Purpose	Jurisdiction	Authorization	Jurisdictions that have enacted
Motor Vehicle and Special Fuel Tax	Ten percent of the State Gas Tax	Highway purposes as defined by the 18th Amendment including the construction, maintenance, and operation of city streets, county roads, and state highways; policing of local roads; county ferries; and related activities.	County with voter approval	RCW 82.80.010	None
Vehicle License Fee	Not to exceed \$15 per vehicle.	For general transportation purposes including 18th Amendment “highway purposes;” public transportation; high capacity transportation; and other transportation-related activities.	County	RCW 82.80.020	King County, Pierce County, Snohomish County
Commercial Parking Tax	No set rate. Fee can be charged to commercial business owner or customer	For general transportation purposes including 18th Amendment “highway purposes;” public transportation; high capacity transportation; and other transportation-related activities.	County (only unincorporated area) or city (incorporated area).	RCW 82.80.030	City of Bainbridge, City of SeaTac
Street Utility Tax	Not to exceed \$2.00 per month per full-time equivalent employee of a business or \$2.00 per month per housing unit for residential property.	For city street utilities including street lighting, traffic control devices, sidewalks, curbs, gutters, parking facilities, and drainage facilities.	City or town	RCW 82.80.050	Various cities (Tax found unconstitutional by State Supreme Court, Nov. 2, 1995)
Motor Vehicle Fuel and Special Fuel Tax	In increments of 0.1¢ to a maximum of 1.0¢	Highway purposes as defined by the 18th Amendment including the construction, maintenance, and operation of city streets, county roads, and state highways; policing of local roads; county ferries; and related activities.	Cities and towns within ten miles of an international border crossing and Transportation Benefit Districts with an international border crossing within their boundary.	RCW 82.47.020	City of Blaine, City of Nooksack, Point Roberts TBD, City of Sumas

Local Option Transportation Taxes Continued For HOVs and High Capacity Transportation

Tax	Amount	Purpose	Jurisdiction	Authorization	Jurisdictions that have enacted
HOV (High Occupancy Vehicle) Employer Tax	Up to \$2.00 per employee per month measured by the number of full-time equivalent employees.	For HOV lane development, mitigation of environmental impacts of HOV development, support of employer programs to reduce single occupant commuting.	King, Pierce, Snohomish, and Kitsap Counties, with voter approval.	RCW 81.100.030	None
HOV Excise Tax	Up to 15 percent of the State Motor Vehicle Excise Tax (MVET) base rate (2%). In combination, revenues from the MVET and employer tax cannot exceed a level that would be generated by a 15% local MVET.	For HOV lane development, mitigation of environmental impacts of HOV development, support of employer programs to reduce single occupant commuting.	King, Pierce, Snohomish, and Kitsap Counties, with voter approval.	RCW 81.100.060	None
HCT Employer Tax	Up to \$2.00 per employee per month measured by the number of full-time equivalent employees (Not allowed if HOV employer tax in effect.)	For planning, constructing, and operating high capacity transportation (HCT), commuter rail, and feeder transportation systems.	Authorized for the RTA and transit agencies in Thurston, Clark, and Spokane Counties, with voter approval.	RCW 81.104.150	None
Motor Vehicle Excise Tax	Up to 0.8 percent of the vehicle value (MVET revenue for HOV and HCT cannot exceed amount generated by 0.8 percent MVET).	For planning, constructing, and operating high capacity transportation (HCT), commuter rail, and feeder transportation systems.	Authorized for the RTA and transit agencies in Thurston, Clark, and Spokane Counties, with voter approval.	RCW 81.104.160	None
Sales and Use Tax	Up to 1 percent of the selling price in the case of a sales tax, or value of the article used in the case of a use tax. This tax may not exceed 0.9% where the 0.1% sales and use tax for criminal justice (under RCW 82.14.340) is in effect.	For planning, constructing, and operating high capacity transportation (HCT), commuter rail, and feeder transportation systems.	Authorized for the RTA and transit agencies in Thurston, Clark and Spokane Counties, with voter approval.	RCW 81.104.170	None

Ferry Auto Fares vs. Inflation

Ferry fares vary significantly for different routes and seasons. The charges shown are those for cross-sound routes frequently used by commuters. In May 1994, fares on these routes were raised to \$5.90 per vehicle. Had the fares been raised consistently to meet inflation since 1970, the charges would be much higher.



Federal Highway User Fees

Motor Fuels

Fuel Type	Total Tax Rate/Gal ¹	Distribution of Tax (in cents)			
		Highway Trust Fund		General Fund For:	
		Highway Account	Mass Transit Account	Deficit Reduction	Not Specified
Gasoline	18.3	12.0	2.0	4.3	-
Diesel Fuel	24.3	18.0	2.0	4.3	-
Compressed Natural Gas	4.3	-	-	4.3	-
Other Specified Fuels ²	18.3	12.0	2.0	4.3	-
Ten Percent Gasohol made with:					
Ethanol	12.9	6.0	2.0	4.3	0.6
Methanol	12.3	6.0	2.0	4.3	-

¹ The 0.1¢ tax for the Leaking Underground Storage Tank Trust Fund expired December 31, 1995.

² “Other Specified Fuels” include benzol, benzene, naptha, liquefied petroleum gas, casing head and natural gas, or any liquid used as fuel in a motor vehicle except diesel, kerosene, gas oil, fuel oil, or a product taxable under the gas tax provisions.

Tires

Weight	Tax Rate
0-40 lbs	\$0.00
41-70 lbs	\$0.15 per lb over 40 lbs
71-90 lbs	\$4.50 + \$0.30 per lb over 70 lbs
Over 90 lbs	\$10.50 + \$0.50 per lb over 90 lbs

Heavy Vehicle Use Tax (annual)

Trucks 55,000 lbs gross vehicle weight (gvw): \$100 plus \$22 for each 1,000 lbs in excess of 55,000 lbs.

Trucks over 75,000 lbs gvw: \$550

Truck and Trailer Sales

Twelve percent of retailers’ sales price for all tractors and trucks over 33,000 lbs gvw and trailers over 26,000 lbs gvw.

Intermodal Surface Transportation Efficiency Act of 1991

Title 1 - Highway Programs

The federal Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) provides authorizations for federal aid to highway and transit programs for the six-year period from October 1, 1991 through September 30, 1997 (federal fiscal years 1992 through 1997). While ISTEA consists of eight separate titles, the provisions governing federal assistance for highways and transit are covered in Title I and Title III, respectively. The dollar amounts referenced below in the tables pertaining to ISTEA funding cover total federal authorizations for the six-year period covered by the act.

National Highway System (NHS)

A system of 161,000 miles of major roads in the United States including the Interstate System, the defense strategic highway network and strategic highway connectors, and some urban and rural principal arterials. The system was officially designated by Congress, as required by ISTEA, in November 1995.

Proposals have been developed to extend the NHS to include additional mileage linking the system to a greater number of major intermodal facilities. These proposals are being considered by Congress in 1996.

Interstate

Although the Interstate System is part of the NHS, certain activities related to the system will retain separate funding. These are: Interstate Completion—a total of \$7.2 billion will be apportioned to complete the Interstate System over the first four years of the Act; Interstate Substitute Highway Projects—\$960 million over the first four years; and Interstate Maintenance—\$17 billion over the full six-year period.

Surface Transportation Program (STP)

A block grant type of program that may be used for a variety of transportation projects, both highway and transit, on any roads not classified as local or rural minor collectors.

Surface Transportation Program - Apportionment Adjustment Programs

These are programs approved as part of ISTEA that were enacted to achieve equity among states in highway federal-aid levels.

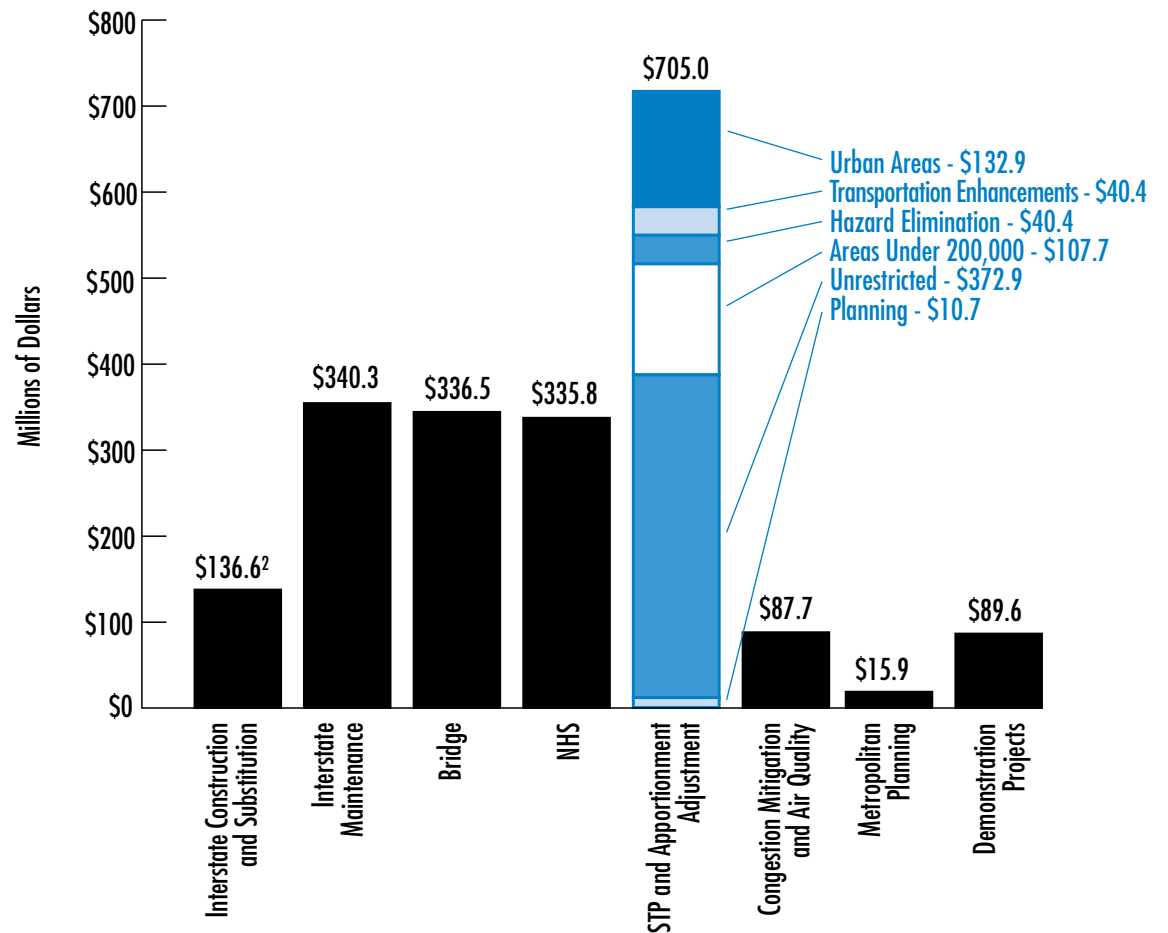
Congestion Mitigation and Air Quality Improvement Program

A program established to provide funds to ozone and carbon monoxide non-attainment areas designated under the Clean Air Act. Funds may be used for a variety of programs which will improve air quality.

Bridge Replacement and Rehabilitation

This program provides funds to states for the replacement or rehabilitation of deficient bridges (bridges which are unsafe because of structural deficiencies, physical deterioration, or functional obsolescence).

Title I: FFYs 1992-1997 Apportionments to Washington State¹



¹ In addition to the funds shown in the chart, Washington receives small amounts of other discretionary funds each year. Congress has also awarded Washington additional demonstration project funds since the enactment of ISTEA.

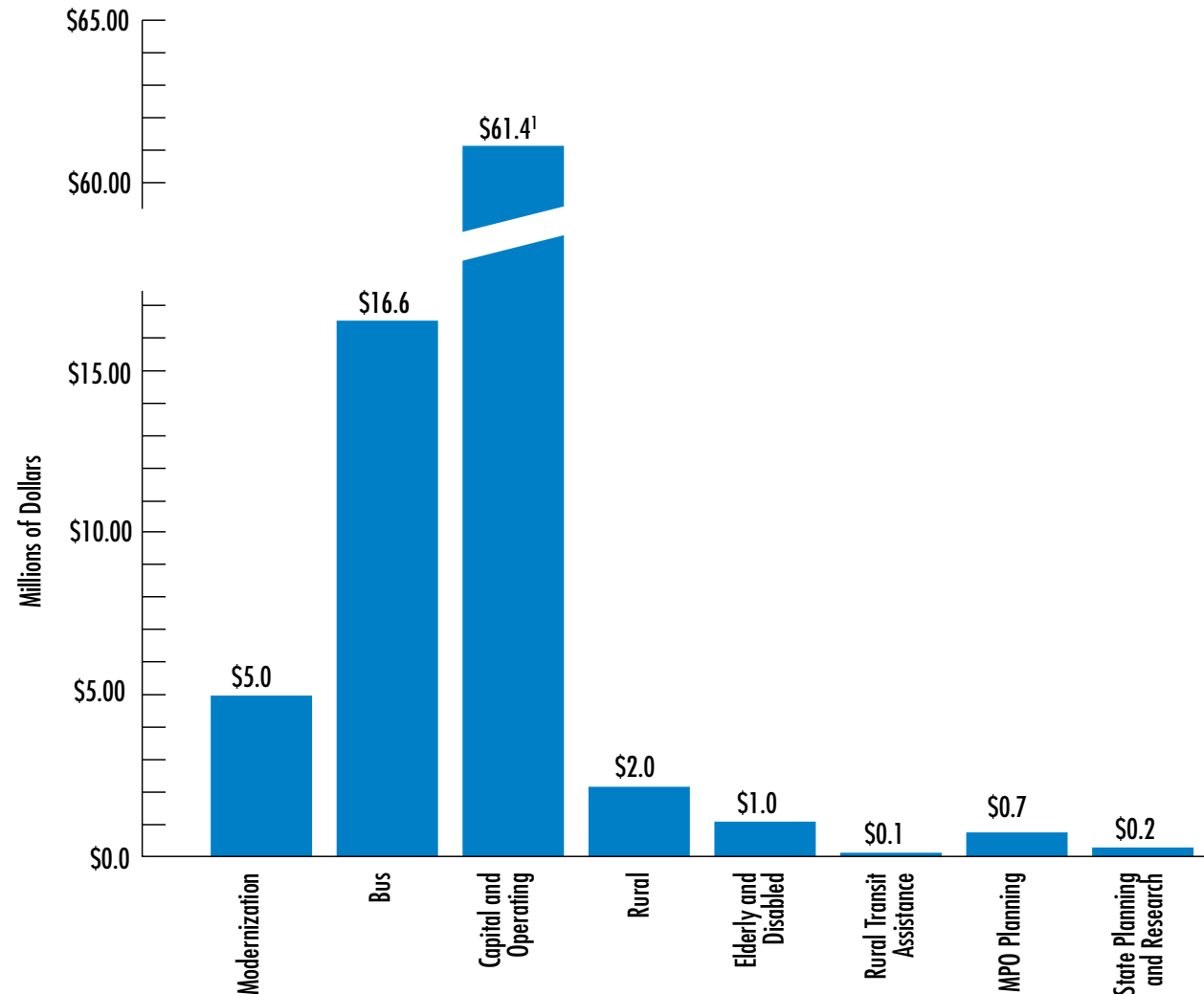
² For the Interstate Construction and Substitution programs, the figures shown do not include \$260 million of interstate completion discretionary funds received in FFY 1994.

Title III - Transit

The transit formulas and discretionary programs have not been significantly changed by the ISTEA.

Federal Transit Programs

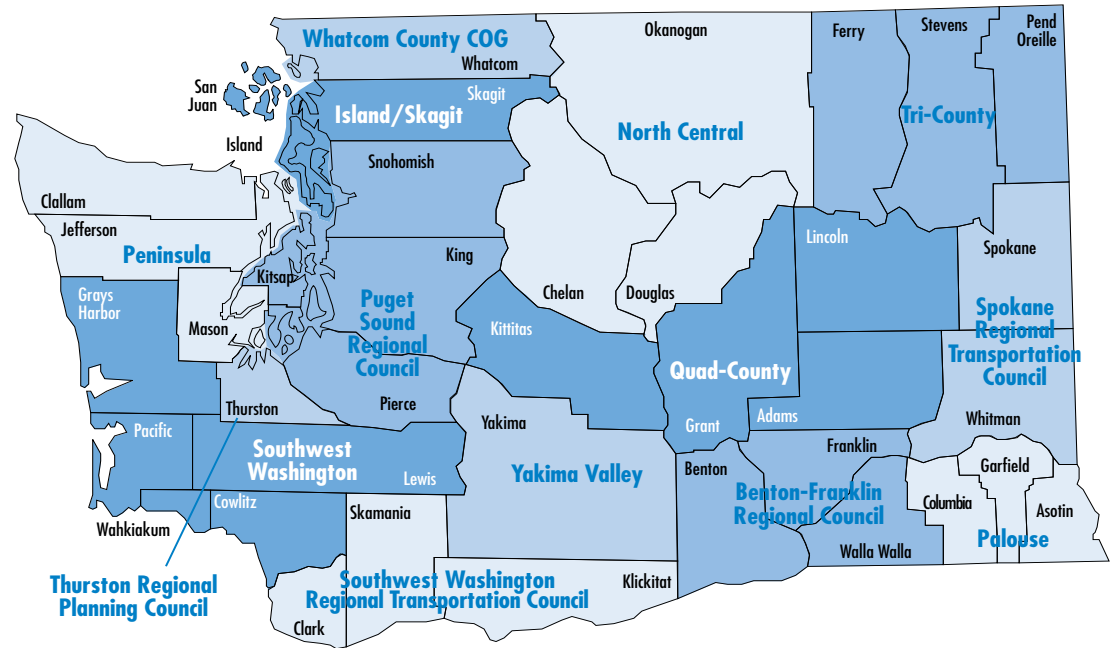
Title III - Transit Program Allocations for Washington State - FFY 1996



¹ Includes all Portland, OR/Vancouver, WA allocations

Regional Transportation Planning Organizations

The Regional Transportation Planning Organizations (RTPOs) are agencies responsible for regional transportation planning and growth management compliance within their jurisdictions. Jurisdictions range in size from one to five counties. RTPOs are required to develop and adopt regional transportation plans. In addition, they must certify that the transportation elements of local comprehensive plans within their jurisdictions are in compliance with the Growth Management Act and in conformance to statewide transportation plans. State Law¹ requires that, among other things, RTPOs prepare transportation strategies and develop six-year regional transportation programs in cooperation with WSDOT, local governments, and public transportation service providers.



¹ RCW 47.80.023

RTPOs	Counties
Benton-Franklin Regional Council	Benton, Franklin, Walla Walla
Island/Skagit	Island, Skagit
North Central	Chelan, Douglas, Okanogan
Palouse	Asotin, Columbia, Garfield
Peninsula	Clallam, Jefferson, Kitsap, Mason, San Juan
Puget Sound Regional Council	King, Kitsap, Pierce, Snohomish

RTPOs	Counties
Quad-County	Adams, Grant, Kittitas, Lincoln
Southwest Washington	Cowlitz, Grays Harbor, Lewis, Pacific
Southwest Washington Regional Transportation Council	Clark, Klickitat, Skamania
Tri-County	Ferry, Pend Oreille, Stevens
Whatcom County COG	Whatcom
Yakima Valley	Yakima

Use of Modes

(Calendar Years 1994-95)	CY 1995	CY 1994	% Change
Public Transit (Millions of Passenger Trips)			
King County Metro	available 9/96	80.5	-
Pierce Transit	available 9/96	12.6	-
Spokane Transit	available 9/96	7.9	-
Twenty-one other authorities	available 9/96	33.5	-
Ferries (Millions)			
Passengers (Excluding Drivers)	13.6	13.1	3.8
Vehicles (Including Drivers)	10.6	10.5	1.0
Highway Miles Traveled (Billions)	49.2	47.7	3.2
Major Airports (Millions of Passengers)			
Seattle-Tacoma	22.8	20.9	9.1
Spokane	3.0	2.7	11.1
Amtrak Passenger Rail (Thousands)			
Trips terminating and/or originating in the Vancouver BC to Portland, Oregon Corridor	1,013.3	942.8	7.5
Freight Rail			
Private Carriers	0	0	-
Common Carriers	14	14	-
Rail Miles in Operation	3,102	3,114	-0.4

Total Centerline Miles: Streets, Roads, and Highways

Approximate 1995 Mileage in WA	Paved	Unpaved	Total
State Highways			
Interstate	764		764
Rural	5,445	8	5,453
Urban	820		820
State Total	7,029	8	7,037
County Roads			
Rural			35,274
Urban			1,875
Urban Local Streets			4,193
County Total	25,918	15,424	41,342
City Streets			
Rural			2,273
Urban			2,857
Urban Local Streets			7,520
City Total	11,890	760	12,650
Port District Roads	2		2
Other State Roads	Unknown	Unknown	11,893
Other Federal Roads	Unknown	Unknown	6,788
Total Statewide Miles			79,712

Vehicle and Driver Statistics, FY 1995

Registered Vehicles

Autos	3,163,784
Motor Homes	67,995
Motorcycles	96,734
Mopeds	10,407
For Hire, Bus, Stage	513
Truck/Tractor Truck	1,240,794
Other	10,057
Total Motorized	4,590,284
Trailer/Semitrailer	550,417
Campers	44,762
Total Registered Highway Vehicles	5,185,463

Vehicle Operations (Average Annual, All Types)

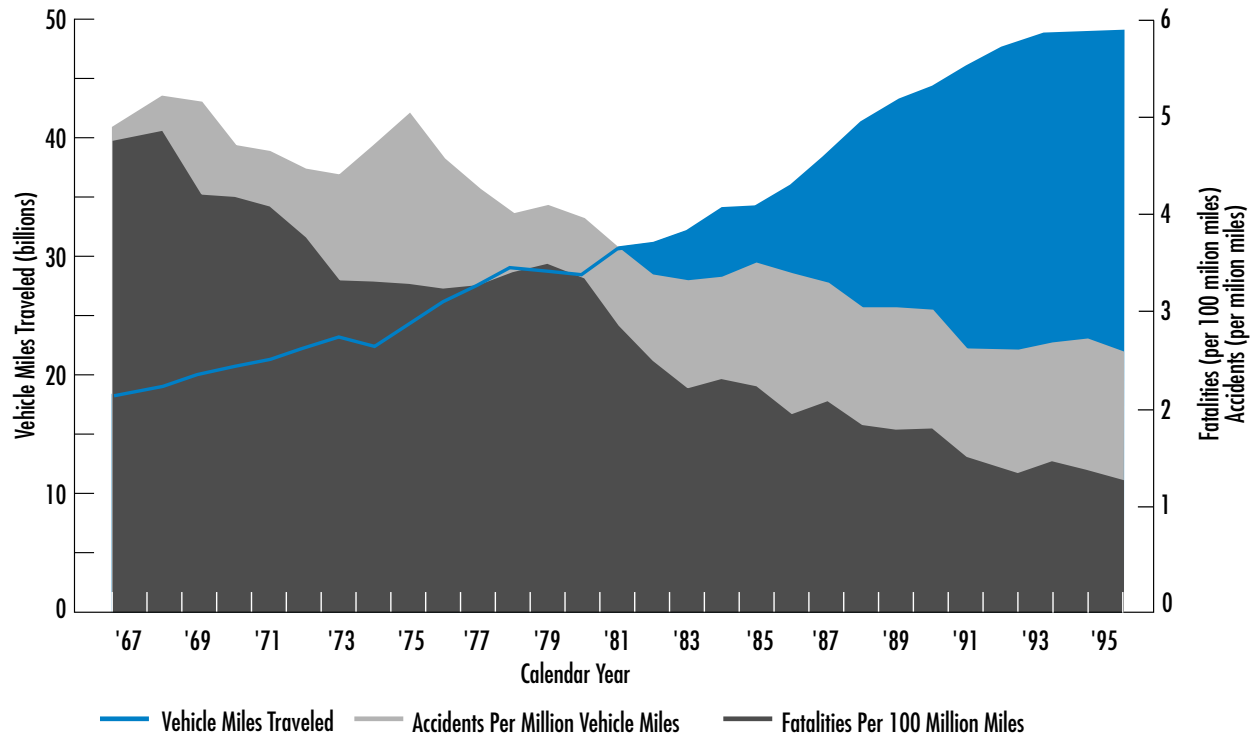
Person Per Motorized Vehicle	1.214
Gallons Consumed Per Vehicle	622
Miles Per Gallon	18.81
Miles Traveled	53,324,000,000
Miles Per Vehicle	11,698

Population/Drivers

State Population	5,429,900
Driver Age Population (16 Years and Older)	4,110,666
Drivers Licenses in Force	3,765,378

Roadway Safety

Thanks to improvements in roadway design and construction, improved automobile safety features, and vigorous enforcement of drunk driving laws, roads across the state are safer than ever before. Since 1967, accidents have decreased by 51% and fatalities have dropped by over 74%.



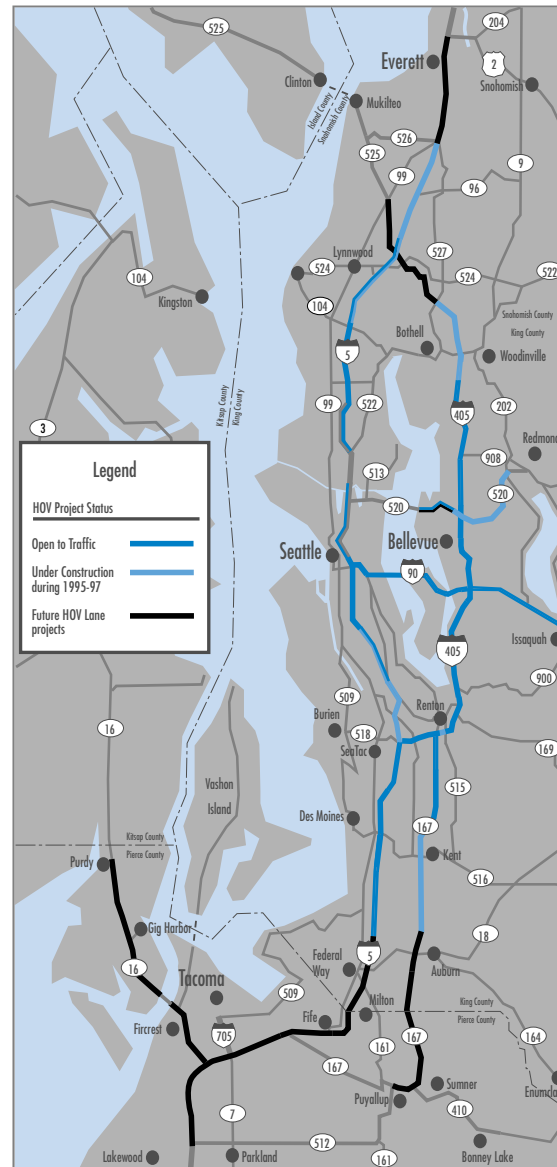
Alternatives to Driving Alone

Traffic congestion in Western Washington causes delays in the movement of goods and people. Congestion produces economic and environmental costs. Part of a sound, multimodal transportation system includes alternatives to single-occupant vehicle traffic. The High Occupancy Vehicle (HOV) system is one component of an overall effort toward reducing congestion and delays.

The consumer's annual costs to drive a vehicle have been calculated many ways. Direct costs (such as the price of a tank of gas) are fairly straightforward. One recent estimate of the average direct cost of owning and operating a personal automobile is 42.6 cents per mile.¹ Estimates of indirect costs (such as the social costs of traffic accidents) are much more difficult to calculate. Regardless of the method of calculation, it is clear that alternatives to single-occupant vehicles—including HOV lane use, carpooling, bicycling, walking, and transit use—will help ease the personal and social costs of congestion.

¹ *Your Driving Cost*, 1996 Edition. American Automobile Association. Cost is based on vehicle traveling 15,000 miles per year and includes all operating and ownership costs.

HOV Lanes in Washington State



HOV Lane Miles

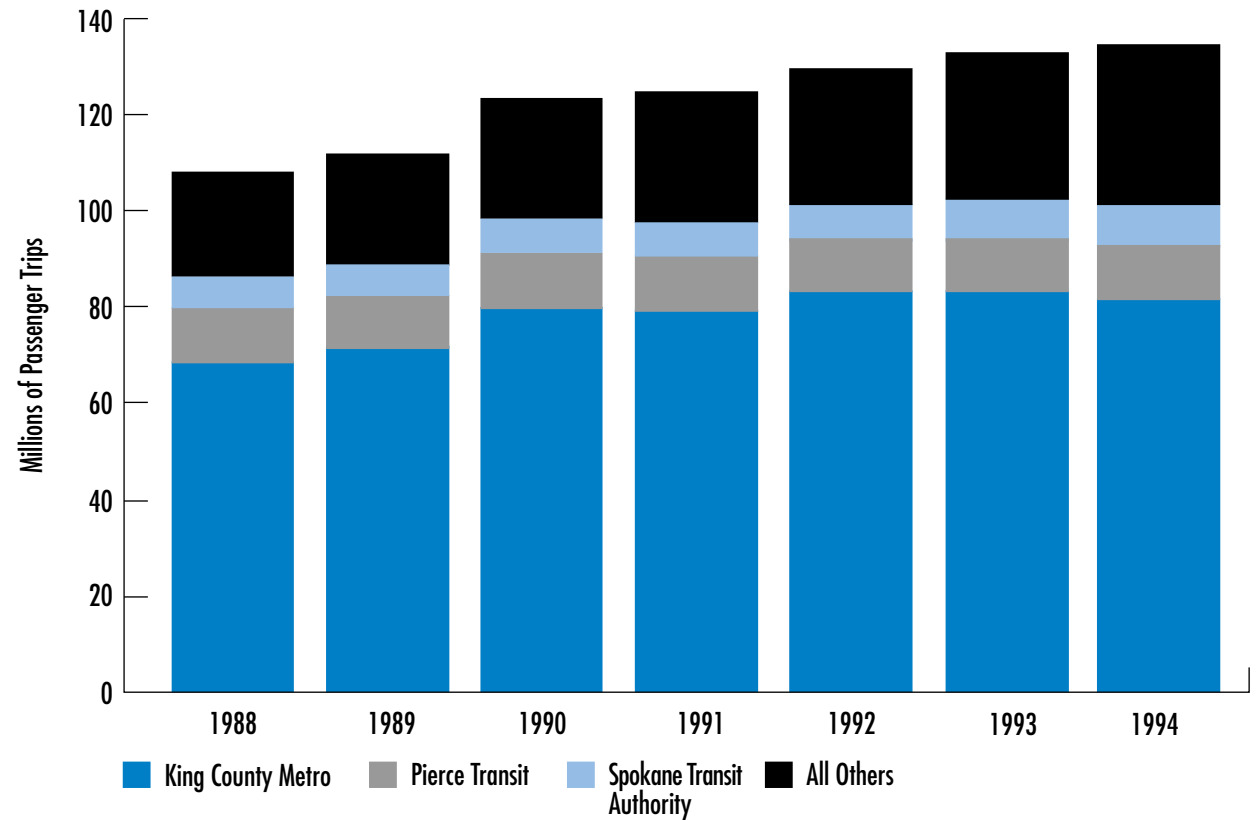
HOV Lane Miles open to traffic	131 mi.
HOV Lane Miles under construction	44 mi.
HOV Lane Miles in planning stage	125 mi.

Statewide Park & Ride Lots

WSDOT Region	Lots	Spaces
Northwest Region	145	20,816
North Central Region	8	254
Olympic Region	58	4,879
Southwest Region	21	1,402
South Central Region	19	1,037
Eastern Region	11	1,957
Park & Ride Total	262	30,345

Public Transit Ridership

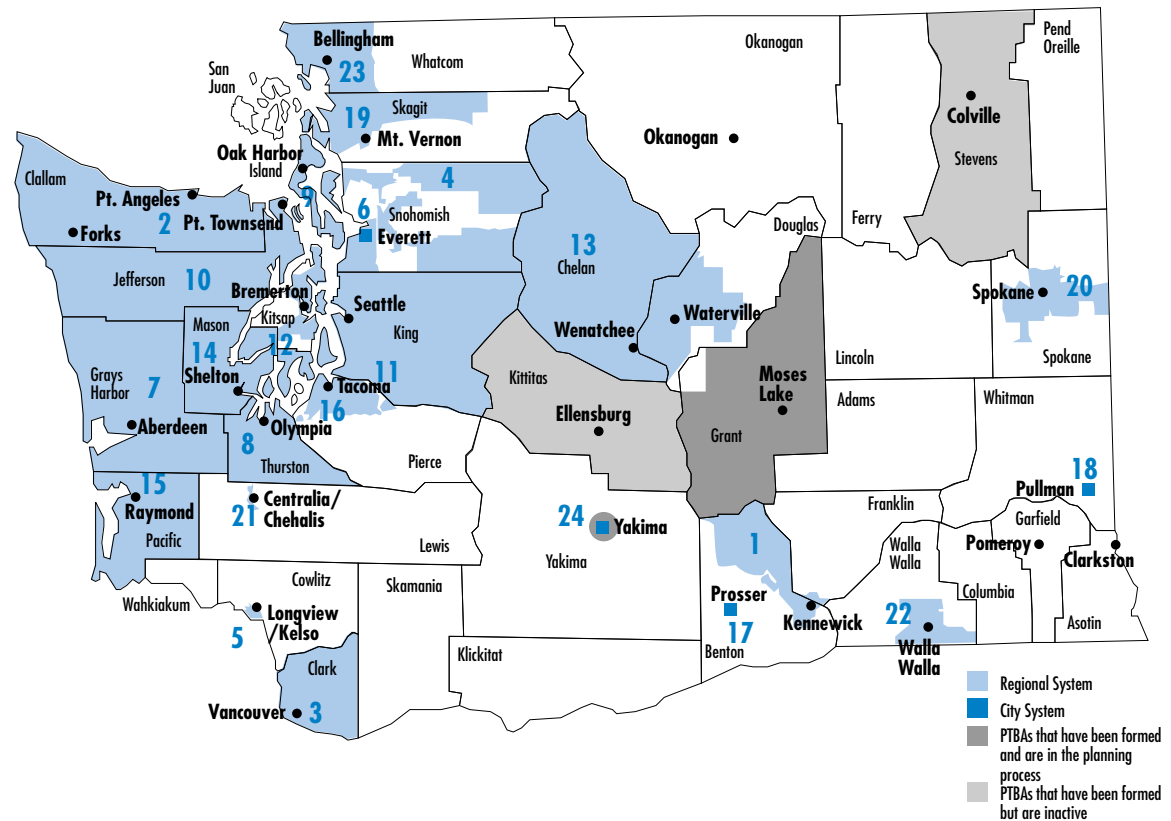
Twenty-four public transit agencies in Washington provide fixed-route and demand-response service; the chart indicates the combined passenger-trips for both types of service. Almost 60% of the 134 million passenger-trips in 1994 were provided by King County Metro.



Public Transit Systems

There are five ways that jurisdictions can be structured to provide public transportation services. The most common is the public transportation benefit area (PTBA) which is the arrangement of 18 of the 24 transit systems in Washington state. Another option is the county transportation authority (CTA), used by one jurisdiction. Individual cities are authorized to provide public transportation, and there are four such systems in the state. Counties are authorized to provide transit services in unincorporated transportation benefit areas (UTBAs), but no county currently does this. King County has obtained voters' approval to provide metropolitan functions county wide and, therefore, is authorized to provide public transit services as well as other municipal services. More detailed information about the systems can be found in the annual summaries, *Public Transportation Systems in Washington State*, that are published by WSDOT.

NOTE: The numbered systems on the map correspond to the numbered systems in the table below.

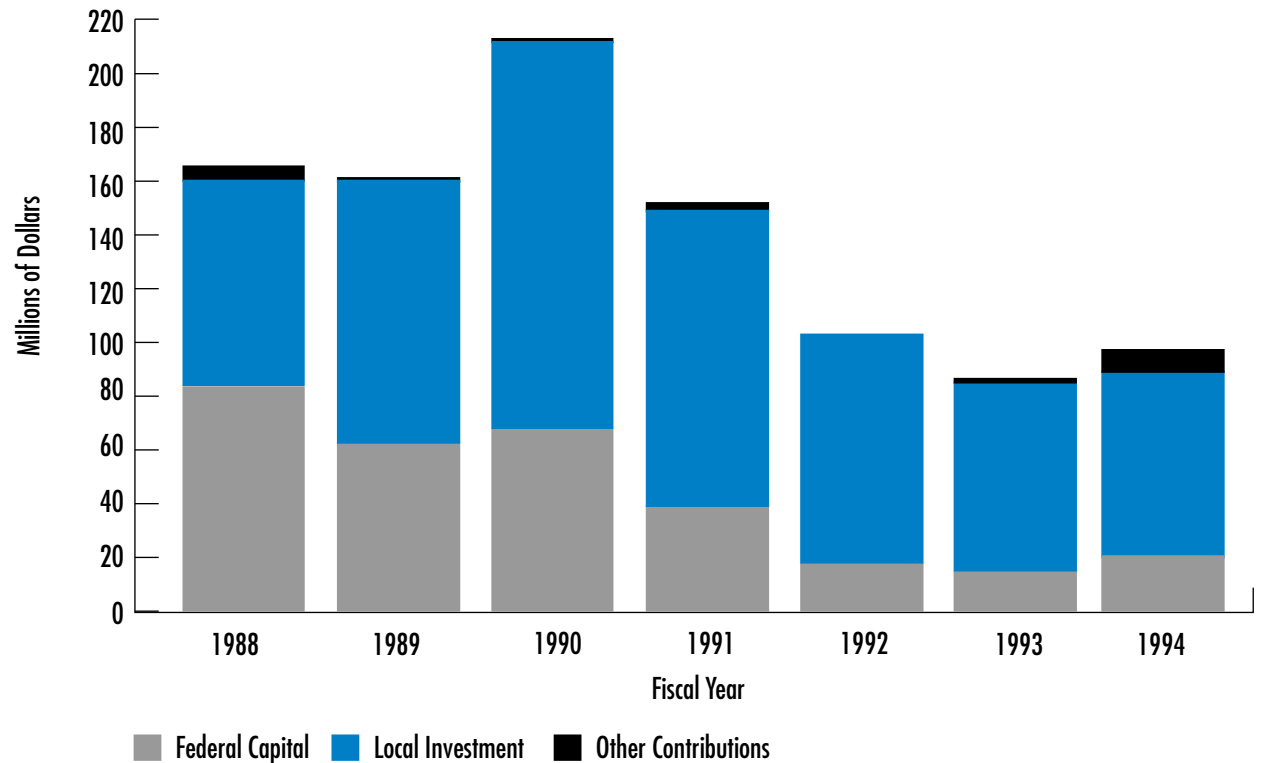


System	Authority	Sales Tax Rate	System	Authority	Sales Tax Rate	System	Authority	Sales Tax Rate
1 Ben Franklin	PTBA	0.3	10 Jefferson	PTBA	0.3	19 Skagit	PTBA	0.2
2 Clallam	PTBA	0.3	11 King County Metro	County	0.6	20 Spokane	PTBA	0.3
3 C-TRAN	PTBA	0.3	12 Kitsap	PTBA	0.5	21 Twin	PTBA	0.1
4 Community	PTBA	0.6	13 Link	PTBA	0.4	22 Valley	PTBA	0.3
5 CUBS (Cowlitz)	PTBA	0.1	14 Mason	PTBA	0.2	23 Whatcom	PTBA	0.3
6 Everett	City	0.3	15 Pacific	PTBA	0.3	24 Yakima	City	0.3
7 Grays Harbor	CTA	0.3	16 Pierce	PTBA	0.3			
8 Intercity	PTBA	0.3	17 Prosser	City	– ¹			
9 Island	PTBA	0.3	18 Pullman	City	– ¹			

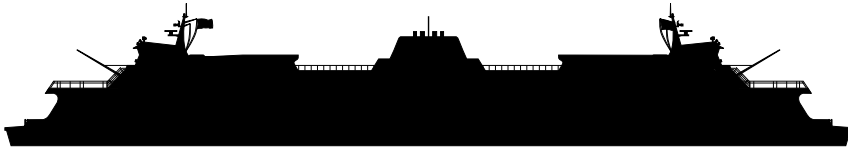
¹ Prosser Rural Transit and Pullman Transit are financed by utility taxes rather than sales taxes.

Public Transit Capital Investment

Capital investments rely on a mix of federal, state and local funds. The level of activity from year-to-year is very project sensitive. The mix of funding depends on the types of projects proposed and the success of local systems in competing for funds. These factors explain the profile of the adjacent chart. For example, the 1990 peak in capital expenditures and the decline that followed illustrate the impact of the METRO bus tunnel construction during that year.



Ferry Fleet



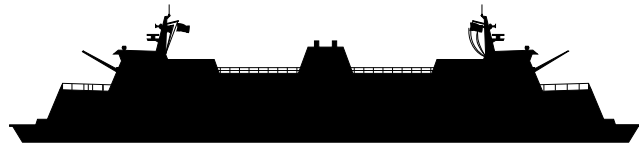
Jumbo Class—2 vessels

Spokane and Walla Walla
206 autos / 2,000 passengers



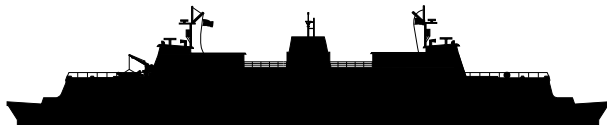
Super Class—4 vessels

Hyak, Kaleetan, Yakima, Elwha
160 autos / 2,500 passengers



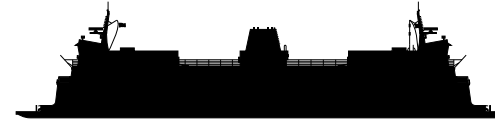
Issaquah Class—6 vessels

Issaquah, Kittitas, Kitsap, Cathlamet, Chelan,
Sealth
100-130 autos / 1,200 passengers



Evergreen State Class—3 vessels

Evergreen State, Klahowya, Tillikum
100 autos / 1,000-1,140 passengers



Steel Electric Class—4 vessels

Quinault, Illahee, Nisqually, Klickitat
75 autos / 665-800 passengers



Passenger Only—3 vessels

Tyee
329 passengers
Kalama and Skagit
250 passengers

Others—2 vessels



Rhododendron
65 autos / 546 passengers

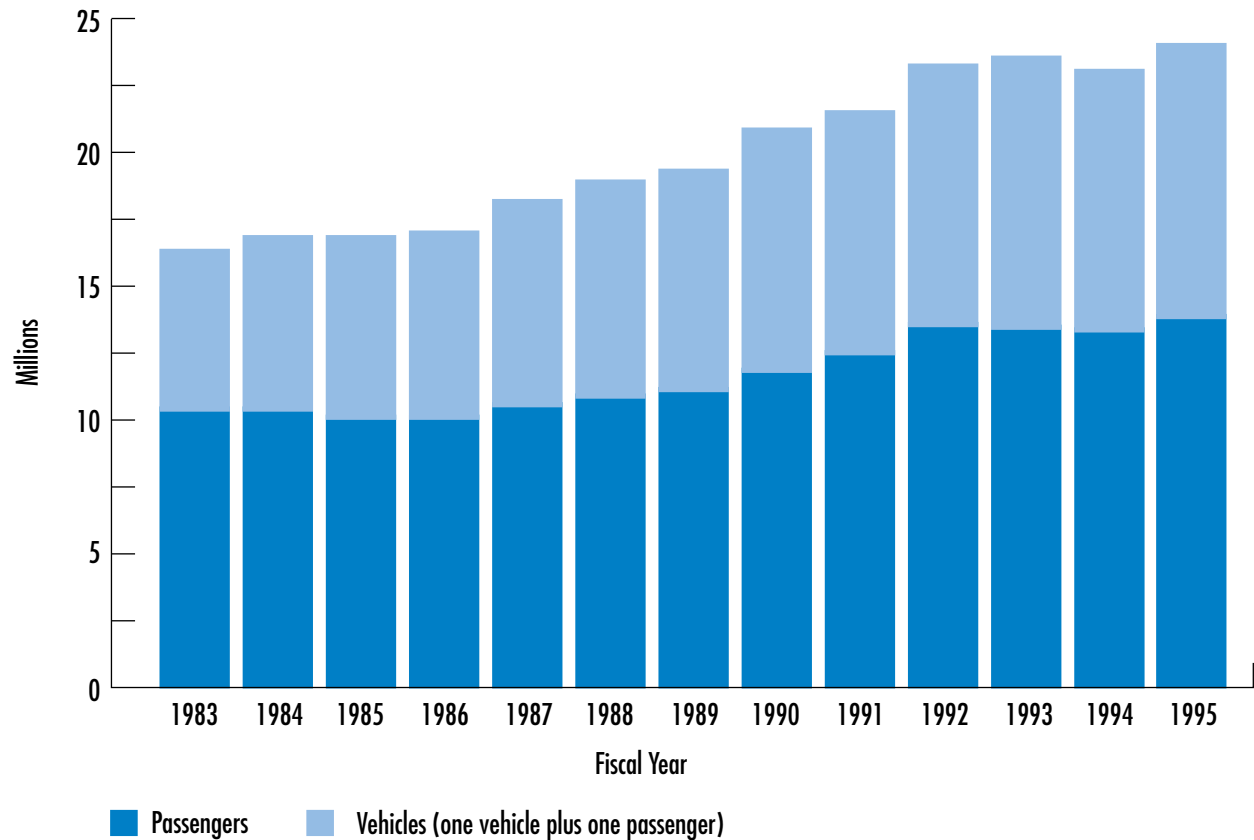


Hiyu
40 autos / 200 passengers

Ferry Traffic

Washington State Ferries, a modal division of WSDOT, operates the largest ferry fleet in the United States. Twenty-four ferries cross Puget Sound and its inland waterways, carrying over 23 million passengers to 20 different ports-of-call. From Tacoma to Sidney, B.C., the system serves as a marine highway for commercial users, tourists and daily commuters alike.

Between 1983 and 1993, the number of vehicles embarking the ferry system increased by an average of 5% per year. As the system nears capacity on some routes, the potential for this type of continued growth is limited. In 1993, ridership leveled off for the first time in a decade due to a combination of capacity restraints and a slowing of the regional economy. Since then, the growth trend has resumed.



Railroads in Washington State

Freight rail is an important component of the economy and the employment base in Washington state. A multimodal infrastructure that preserves the option of moving freight by rail provides several advantages—it reduces highway congestion; it keeps shipping prices competitive by providing alternatives; and it serves as a link, tying all our regions together.

1994 Rail Statistics

Total rail miles	3,114
Rail carloads handled ¹	1,570,564
Total tons carried by rail ¹	66,158,701

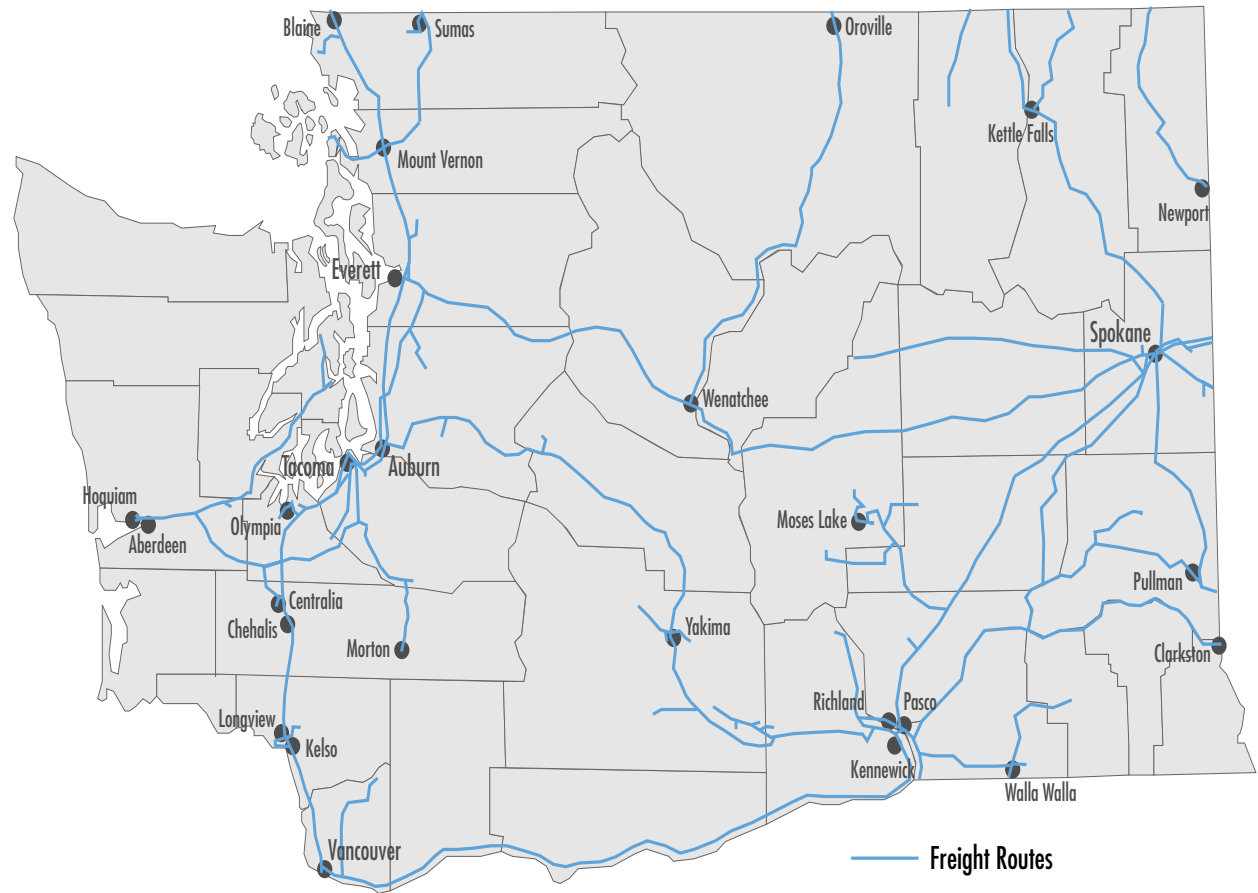
Rail Tonnage of Top Commodities²

Commodities Originating Within The State

Top 5 Commodities	tons	% of total
Mixed freight	4,043,007	20%
Lumber or wood products	2,726,640	14%
Waste and scrap	2,306,435	11%
Farm products	2,132,264	11%
Pulp and paper	1,836,704	9%

Commodities Terminating Within The State

Top 5 Commodities	tons	% of total
Farm products	12,310,868	34%
Mixed freight	3,922,151	11%
Lumber or wood products	3,279,560	9%
Chemicals	2,744,639	8%
Food products	2,687,308	7%

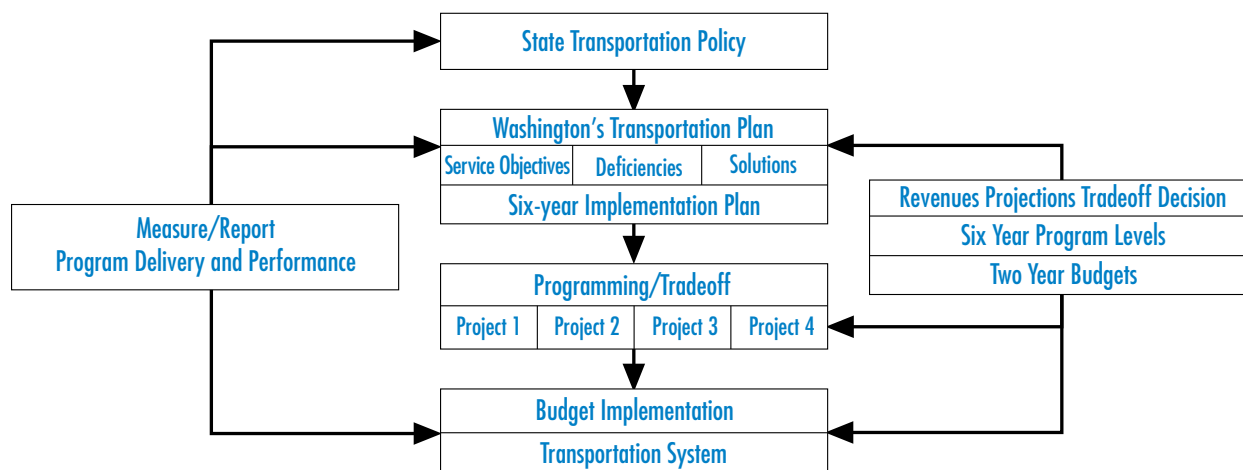


¹ Freight originating in, terminating in, or carried through the state.

² 1994 data from the Policy, Legislation, and Economics Department of the Association of American Railroads, Washington, D.C.

Implementing Transportation Policy

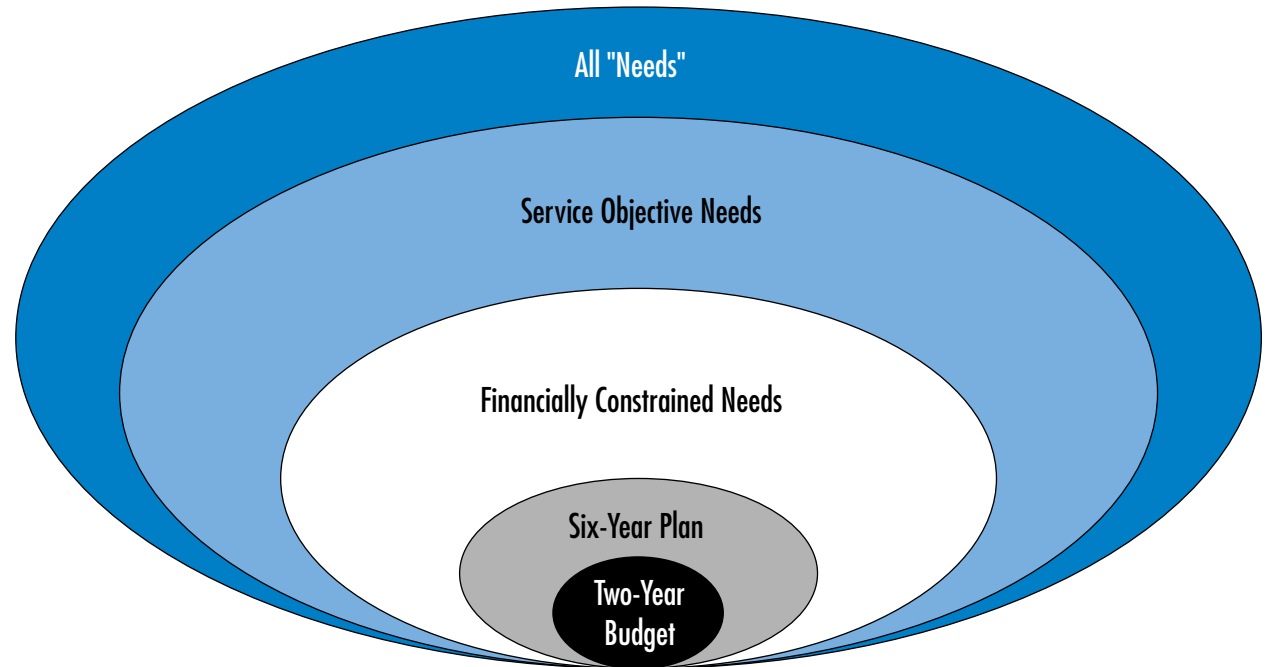
There is a continuous process required by both state and federal law to decide which transportation programs and projects should be proposed as part of the state's 20-year plan and two-year budget. This process begins with the development of goals and policies, called the State Transportation Policy. These goals and policies and adopted legislative direction form the basis for Washington's Transportation Plan. The transportation plan defines needs on state-owned facilities (highways, ferries, and state-owned airports) and state-interest facilities (public transportation, aviation, freight rail, intercity passenger rail, marine ports and navigation, and non-motorized transportation). Finally, specific projects within the plan are chosen to advance within a six-year implementation plan and a two-year program and budget. For state programs, these are included in the Department of Transportation budget. Other improvements, especially in local transit, city and county roadways, and port-related improvements, are outside of state programs, and are advanced in local transportation programs and budgets.



Defining Transportation Needs

Through the state transportation planning process the term “service objective” has been developed to define transportation needs. While total needs reflect what anyone could ever want, service objectives represent cost-effective desirable outcomes that we can collectively agree are necessary over 20 years. Therefore, service objective needs are targeted to address our most pressing transportation problems, not all transportation needs. A list and further explanation of all service objectives are contained in *Washington's Transportation Plan*.

Potential revenues over 20 years are not enough to fund even the reduced level of service objective needs. Therefore, priorities are established to further limit service objective needs to a financially realistic level. Washington's Transportation Plan proposes strategies and actions over 20 years within this financially constrained level. Finally, a two-year budget and six-year program are proposed to advance the most important projects contained in the 20-year plan. These projects are chosen through the priority programming process.



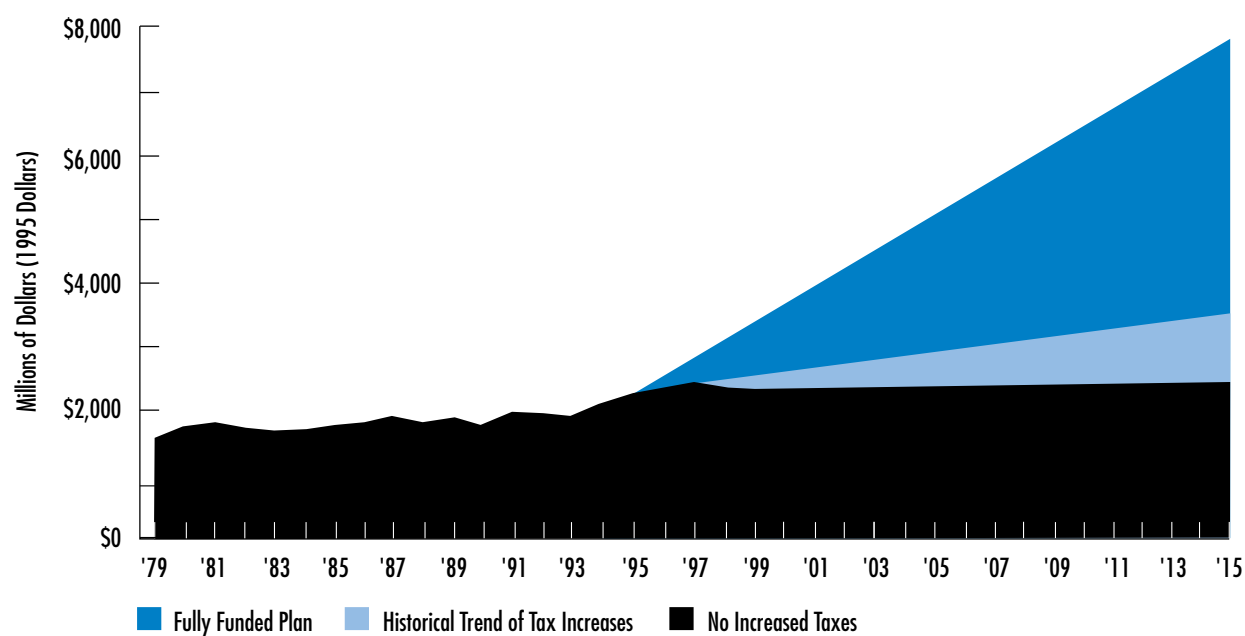
Setting a Funding Target for 20 Years

A meaningful plan must reflect realistic funding limitations and support a financially attainable program level. So, what level can we expect over 20 years?

For the past two decades, there has been a measurably constant relationship between state personal income and transportation funding from various sources. This means that as state personal income has grown, legislators and the citizens of our state have been willing to raise transportation funding at a similar rate.

If we assume that this trend will continue, we can expect between \$14 and \$19 billion for state highway programs and \$56 and \$63 billion for all other publicly funded transportation programs statewide. How much we can expect will depend not just on the decisions made by state and local officials in Washington, but on the availability of and growth in federal funds appropriated by Congress.

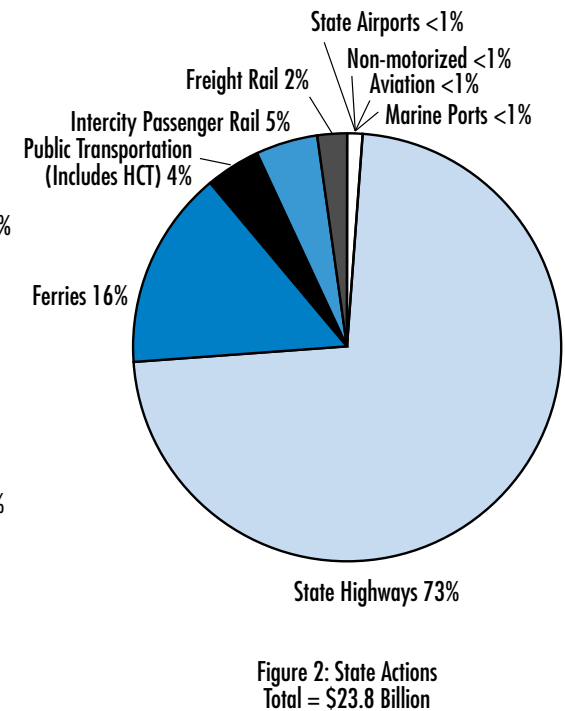
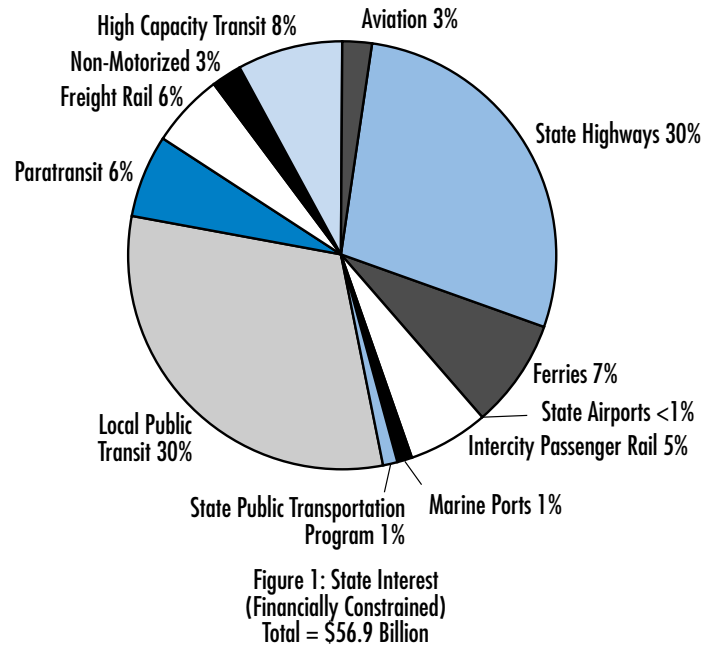
In 1996, Washington's Transportation Commission adopted \$57 billion as the target for Washington's Transportation Plan needs over the next 20 years, of which \$17.1 billion is for state highways. It is important to note that this funding level is not entirely supported by existing revenue sources (approx. \$9.9 billion for state highways) and will depend on revenue increases that match past trends.



Washington's Transportation Plan

The following charts illustrate the decision-making process that is employed to help balance needed transportation investments with limited resources. Service objectives have been identified that will, over the next 20 years, maintain our current systems, improve safety, provide mobility to a growing population, and keep our economy moving. Each service objective is supported by one or more action strategies to advance us toward our goals.

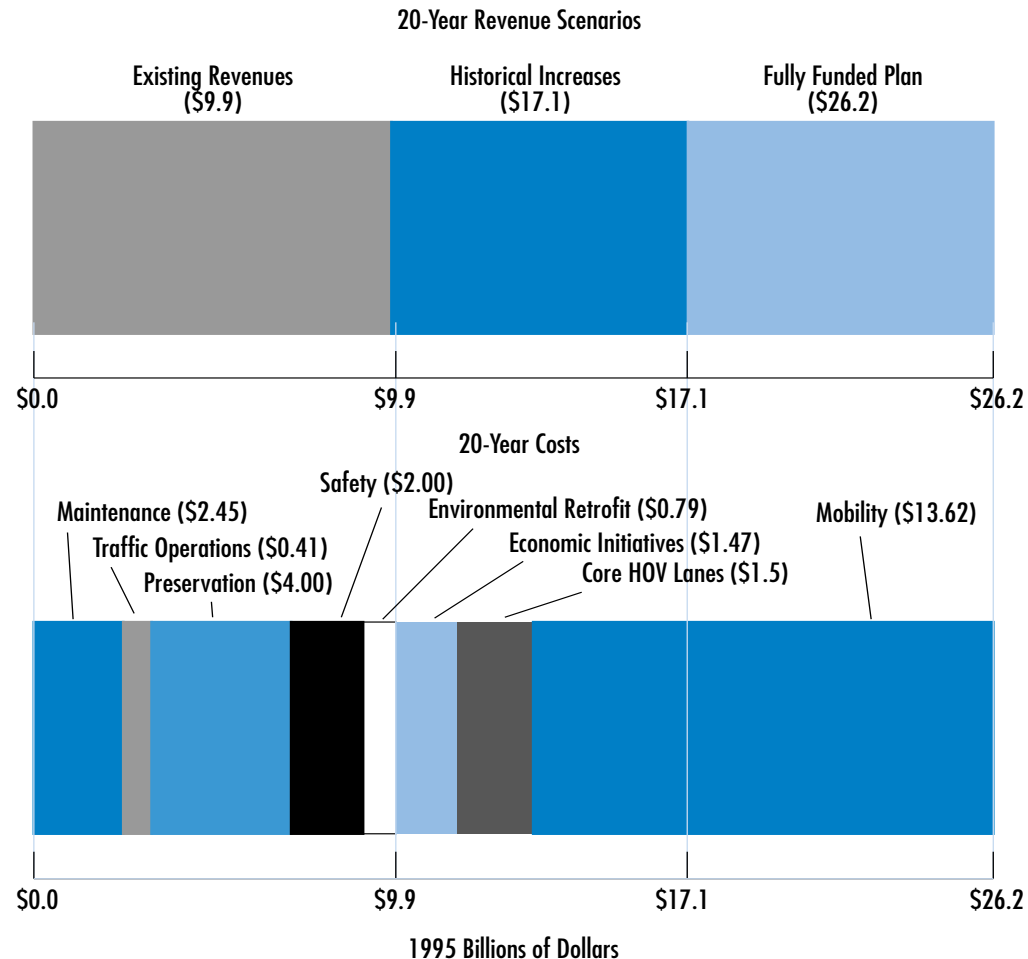
The Legislature will make the final decisions regarding appropriate funding levels for various modes within *Washington's Transportation Plan*. The plan offers guidance, however, and a longer term context in which shorter term investment decisions can be made.



Making State Highway Trade-Offs

How are priorities set in Washington's Transportation Plan? Since potential transportation revenue over 20 years falls short of meeting all needs, trade-offs within and between transportation modes and programs are necessary. The chart shown here illustrates the results of trade-off decisions that were made in 1996 for state highways.

The top bar represents potential revenue, with (from left to right) the first part being existing revenue levels, the middle part representing what would be needed to achieve historical funding levels for the state highway program, and the last part representing the additional amount needed to fund all service objectives. The bottom bar represents program needs based on adopted service objectives, placed in decending order of priority (from left to right) as established by the Transportation Commission. With existing revenue sources, we can only accomplish maintenance, preservation, and some part of our safety service objective needs. If revenues follow the historical trend, we can fund most of our needs over 20 years, but only about 40% of our congestion-related needs.



1995-97 WSDOT Budget

Program (Dollars in Millions)	Authorized WSDOT Budget ¹	FTEs ²	Program (Dollars in Millions)	Authorized WSDOT Budget ¹	FTEs ²
State-Owned Facilities Capital Programs			Departmental Operations		
Highways	\$1,363.6	2,226	Capital Facilities	\$43.9	136
Preservation	\$459.0		Transportation Planning and Research	32.9	152
Improvement	\$904.6		Support Services	47.4	233
Highways Construction & Management	25.3	75	Executive Management & Support	9.3	64
Public/Private Partnerships	18.4	11	Charges from Other Agencies	22.1	0
Ferries (Improvements)	268.8	115	Reimbursable Charges	11.2	11
State-Owned Airports	1.6	0	Transportation Equipment and MIS	128.2	408
Total State-Owned Facilities Capital Programs	\$1,677.7	2,427	Total Departmental Operations	\$295.0	1,004
State-Owned Facilities Operating Programs			Agency Total		
State Highway Maintenance	\$250.7	1,362		\$2,792.8	6,565
State Ferry System Operation & Maintenance	250.5	1,484			
State Aviation Programs	2.4	8			
Transportation Systems Management	22.4	152			
Total State-Owned Facilities Operating Programs	\$526.0	3,006			
State Interest Programs					
Public Transportation, High Capacity					
Transportation and Rail	\$61.0	27			
Freight Rail Preservation	1.3	3			
Freight Mobility	0.3	1			
TransAid Programs—Operating	12.0	45			
TransAid Programs—Capital	217.6	50			
Local Airport Aid	1.9	2			
Total State Interest Programs	\$294.1	128			

- ¹ Includes Supplemental Budget approved by the Legislature in the 1996 session, plus unanticipated receipts.
- ² FTE: Full Time Equivalent = approximately 1,800 person-hours per year. FTE figures represent the allotments approved by OFM.

Transportation Supports Washington's Economy

Transportation is an essential part of Washington State's economic health. A sound multimodal transportation system is needed to support our existing economy, to facilitate desired kinds of growth, to reduce the costs of congestion and inefficiency, and to tie us together to promote the success of all our regions.

Supporting our existing economy

According to the Washington State Economic Development Board, Washington is the most trade-dependent state in the country. We are uniquely and fortunately positioned as a gateway to the global economy. Maintaining transportation connections between ports, manufacturing industrial centers, agricultural regions, and other key locations directly supports the economy.

Facilitating desired growth

One of the signs of a healthy economy is the start-up of new businesses and the relocation of existing businesses to a region. Washington State has become a leading center for advanced technology in computer software, biotechnology, electronics, medical equipment, and environmental engineering. Providing needed transportation support is often a key to encouraging the start-up of businesses in emerging growth sectors.

Reducing the costs of congestion and providing the benefits of efficiency

Shortcomings in the transportation infrastructure hinder Washington's business and industry competitiveness. Congestion and slowdowns cost money that could be spent more productively elsewhere in the economy. The rational choice would be investing that money in transportation infrastructure now, rather than allowing it to be consumed as a cost of congestion.

Transportation investments result in economic productivity by lowering transportation costs and travel times. In a competitive, free market economy, lower transportation costs are passed on to consumers as lower prices for consumer goods, to workers as higher wages, and to owners of businesses as higher income.

Promoting the success of all our regions

Washington State has the advantage of a diverse geography and economy. Agriculture is one of the state's most important industries. Washington also has a significant natural resource-based component to its economy. Whether agriculture, wood products, fishing, aerospace, biomedical, manufacturing, technology-related or other industry—all depend on the transportation network to move customers, employees, goods, and supplies.

A strong multimodal transportation infrastructure keeps diverse sectors connected to distribution points. Goods moving via rail, truck, barge, or air enable people in different geographic locations to take advantage of the most efficient system for their purposes. A variety of modal choices also keeps shipping costs low by providing intermodal competition. A strong transportation system diversifies economic activity for stability's sake, and insures that we are tied together—contributing to the success of all our regions.

For additional copies contact Elise Greef at the Washington State Department of Transportation, 360-705-7529.

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Key Facts July 1996 Survey

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Elise Greef, Fiscal Analyst
Washington State Department of Transportation Financial Planning Office
PO Box 47400
Olympia, WA 98504-7400

1. Generally, have you found that Key Facts contains the information you need? Yes ☐ No ☐

Comments:

2. Is there information you need that is not currently in Key Facts? Yes ☐ No ☐

If “yes”, what would you like to see included?

3. Is there information in Key Facts that you don’t need? Yes ☐ No ☐

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